

The Motor Cycle

15 MAY 1958 NINEPENCE

625.6

Scottish Six Days' Trial

THE

MOTOR CYCLE

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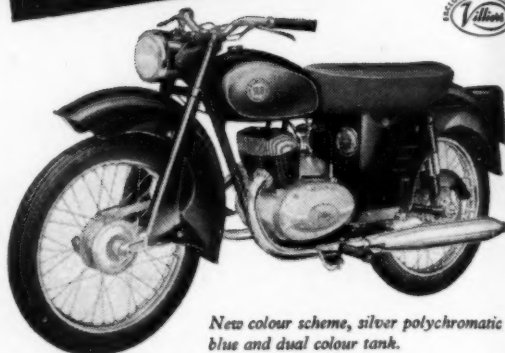
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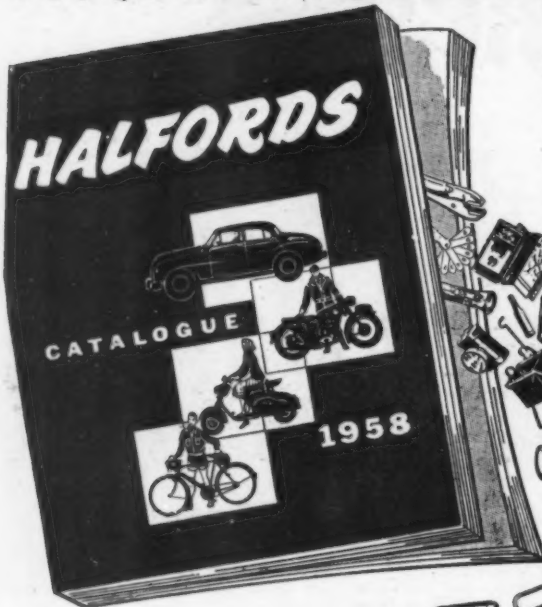
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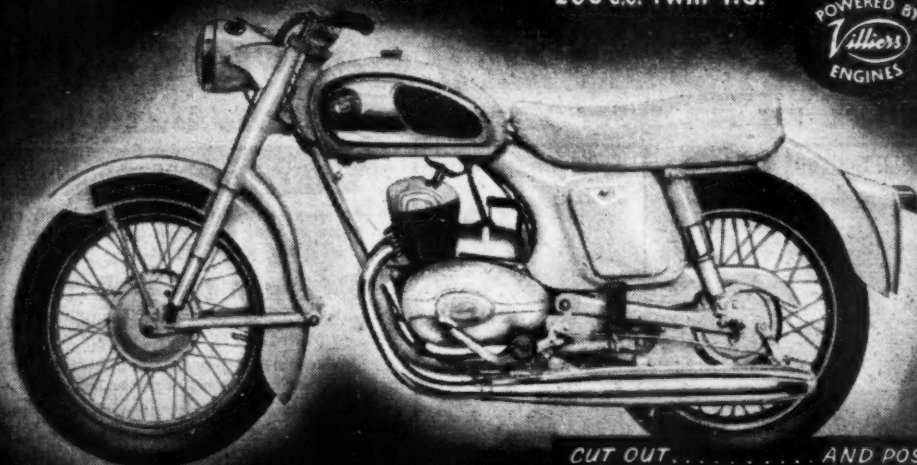
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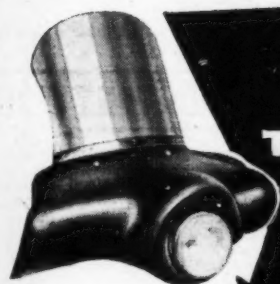
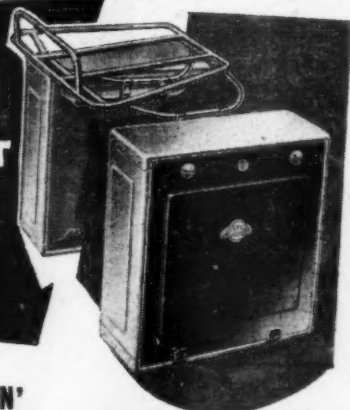
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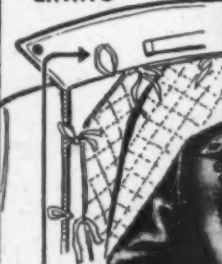
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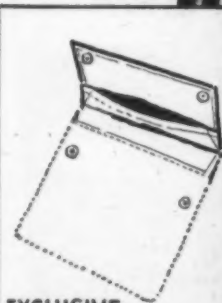
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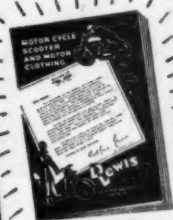
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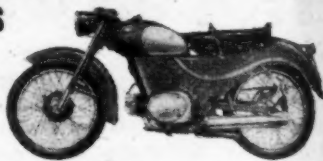
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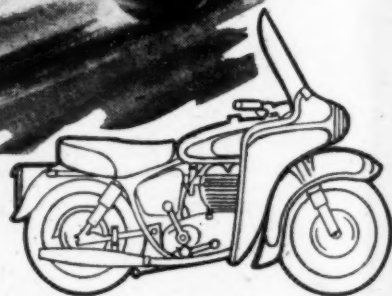
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EVERY THURSDAY



At the conclusion of the Scottish Six Days' Trial (described on pages 590 to 596) Scots rider J. W. Duncan (right), who had ridden with an injured foot since Thursday, receives his awards from secretary Tom Melville

A Promising Entry

IN the usual fashion, entries for the T.T. Races came in rapidly during the last two days before the lists were closed. On Monday of last week it was suggested in some quarters that support would be disappointing; but in fact the total of 249, though 30 below that for last year's golden jubilee meeting, is ample to ensure five first-class events. On the withdrawal from the field last autumn of three Italian factories, a doldrums year was forecast for classic racing. If the entry for the T.T., first of the season's world's championship meetings, is a yardstick the predictions are wrong. Of course, the fame of the most remarkable series of races in the world and the magnetism of the Isle of Man Mountain course are factors which apply solely to the T.T. Races; therefore it might be premature to draw conclusions about the prospects for meetings to be held later.

Official entries from factories certainly reflect the trend for manufacturers in all countries to cease taking an active part in sport but, meanwhile, support from sponsors and entrant-riders grows. Particularly satisfying is the fact that, once again, there are many entries from far afield. Australia and New Zealand are, as expected, extremely well to the fore. South Africa has three riders, Rhodesia two, Canada two and U.S.A. one. Of the continental European countries, France, Western and Eastern Germany, Holland, Italy and Switzerland are represented. The lure of the T.T. for spectators on June 2, 4 and 6 will be as strong as ever.

Too Many Road Signs

READERS' letters received during the past month have pin-pointed the inconsistency in the severity of S bends with precisely similar warning notices. Every rider and driver who has covered an average varied mileage in the past few years would agree with the point made. At the one extreme a warning notice is placed before a very slight deviation that demands no reduction in speed; at the other the S bend is a genuine hazard requiring very cautious negotiation. Similar criticism could be levelled against the use of other common road signs and it is no exaggeration to say that, on the whole, standardization is long overdue.

As invariably happens when administration lags behind needs—and roads and everything concerned with them are glaring examples—expediency is the basis of method. The various authorities concerned with roads receive policy direction from the Ministry of Transport but the detail execution is usually a matter for local officials. So far as signs are concerned, it would be impossible to ensure uniformity in their use without rigid standards which would be difficult to evolve. In general, British roads are overburdened with signs which are often erected without, apparently, any stronger reason than the faint hope that they show a local authority to be making an effort to reduce accidents. The disadvantage is that too many are a danger because they distract drivers excessively. Far better to reduce the number of signs so that those remaining are necessary and for that reason are respected.

In This Issue

| | |
|---|-----|
| Occasional Comments ... | 588 |
| Full Report of the Scottish Six Days' Trial ... | 590 |
| Question and Answer ... | 597 |
| Road Test—192 c.c. Velo-cette LE Mark III ... | 598 |
| Letters to the Editor ... | 600 |
| Price List of Sidecars ... | 603 |
| T.T. Notes and News—Full List of Entries ... | 604 |
| On the Four Winds ... | 608 |
| Competition Commentary Quiz ... | 610 |
| Racing at Aintree ... | 612 |
| Sports Reports ... | 613 |
| General News ... | 614 |
| Club News ... | 616 |

The Basis of Taxation

JOHN NICHOLSON (April 24) burns for much tax reform because he is a logician rather than a politician. It irks his spirit to see pedal cycles untaxed and it hurts him to see the following pairs handled by the Inland Revenue as if they were twins: Pekinese and Alsatian dogs, 10in and 21in TV sets, 250 and 350 c.c. motor cycles. Unfortunately, our taxes were not originally launched by a committee of trained logicians seated round a table. Like Topsy, they just grewed! Periodically an amateur (and possibly time-serving) politician juggles them a bit more. Today they unquestionably embody a tissue of absurdities. The pedal cycle has been considered umpteen times and as regularly discarded (I hope permanently) because it offers the minimum of cash for the working expenses; it is almost the first essential of a "good" tax that it shall be cheap and easy to collect. When we invade the region of unpopular taxes it is only fair that the larger incomes shall pay the greater tax. The man who can afford luxuries should be taxed on them. But if Mr. Nicholson—or anybody else—can think up a new tax which will (a) be easy and cheap to collect, (b) not enrage the populace to the verge of revolution, (c) be fair to all concerned and (d) not create weird eddies in any sphere of foreign imports he will be sure of almost reverent attention and might even find himself hustled into a high post in the Civil Service.

Vehicle Tests

WHEN the vehicle-test regulations come into force we motor cyclists will suffer far less than the car-owning public. The most pitiable victims will be old ladies without

a trace of mechanical sense who get into the hands of dishonest repair gangs. I do not find myself 100 per cent at one with the fierce opposition the scheme has encountered from motorists in general and from the motoring organizations. I cannot help noticing that a great many cars have their lamps grossly maladjusted, a form of neglect which wrecks night driving for folk who are specially sensitive to dazzle and surely must produce accidents in some quantity? I have known so many negligent owners that I find it difficult to believe that all car drivers keep their brakes well adjusted (but I admit that the only really gross offence in that line within my knowledge was committed by myself many years ago). It is years since I encountered a motor cyclist with bad brakes. I have known a few cases of fatal accidents due to neglected steering on cars. So, as an individual, I should like to see the lamp section adopted immediately by general acclamation (so to speak) and the brake and steering sections postponed for further verification. But the mere mention of the scheme enrages most car owners.

Big Twin Royal Enfields

OUR profile of Tony Wilson-Jones (May 1) reminds me of what I should rank as the most famous model Royal Enfields ever made—their 6 h.p. (770 c.c.) vee-twin, at its zenith just before the first world war. Samples were perpetually cropping up in the most unexpected roles and places and everywhere men sang its praises as utterly reliable, a sure climber and very economical to run. There were many of them in the western counties, for the simple reason that down there trains were comparatively few and local bus services came so much later than in the densely populated counties. I remem-

Occasional Comments

By "IXION"

Four famous road-racing men caught by the camera at the Austrian Grand Prix: below, Geoff Duke listens to Georg Meier, winner of the 1939 Senior T.T.; on the right are Dickie Dale and Walter Zeller



H.R.H. the Duke of Kent watches the racing at Charterhall airfield, Berwickshire, after opening the meeting with three laps of the circuit



ber, among others, fishermen and flower growers, remote from the railway stations, who respectively took their lobsters and their narcissuses to catch the London mail per Royal Enfield. Postmen used them in a county where the post office in a small hamlet might outwardly resemble a wooden hut used to accommodate poultry. A postman would come out from the nearest main-line station with the morning mails for perhaps a dozen or more hamlets; retire to his shed, heat his paste for dinner and boil a kettle; then gather together the outgoing letters from the moorland hamlets which he had already visited and intercept a London train at the station 10 miles away. If he had any spare time (which was neither often nor much) he cut villagers' hair or mended their boots. He also delivered daily papers for the few folk who took them in such parts.

Road Subsidence

THIS journal has frequently underlined the incessant time errors which, in all counties, seem to disfigure the plans for road extensions. The Ministry of Transport has just struck a heart-breaking sample of the unexpected gremlins which pop up their slimy heads when a Minister consults his contractors and trusts their time estimates. Over some 20 miles of the Preston motorway the threat of subsidences due to coal-mining has proved to exceed all expectations and may even compel the tracing of a completely new line for 20 miles of road schemed for completion in 1959/1960.

Neater Fairing Needed?

SO far I regard practically all fairing of motor cycles as slightly grotesque. (My ageing eyes perhaps feel like those of "kerridge" folk in A.D. 1900 when they saw familiar types of vehicle travelling without the aid of any visible horses.) I particularly detest the racing sidecar fairings which evoke a mixed version compounded of Victorian hipbaths and perambulators. I have been studying some of the new streamlinings fashioned in accordance with the latest F.I.M. regulations and, though they look simply terrible in side view, I find them quite impressive head-on.

Speeding Fine, £10

YOU may remember an angry young man who mildly complained in our correspondence columns that he had just been fined £10 for his first speeding offence. I have since got into touch with him. It chances that I know the scene of the offence quite intimately. It is not a particularly awkward stretch of road, though nowhere very straight. The traffic is normally quite light, thickening a little in the rush hours. The culprit—a 19-year-old student—has a weekly allowance of £1 on which he runs a Velocette. He made two very serious mistakes. The first was not to keep his eyes skinned for traffic cops on the outskirts of a small town. (In a big town the average policeman is too busy with real crime to wander about

in search of petty traffic offences. In small towns the police endow the rear-view mirror with its main utility.) The second blunder was to enter a built-up area at 55 m.p.h. (he admits that speed). Have you ever seen a youngster of this modern age—perhaps complete with crew-cut, polo-neck sweater and bizarre scarf—accused of a speed over 50 m.p.h. before a bench consisting maybe of a white-haired clerk to the justices, a couple of retired Service pensioners with no surviving livers, and one or two elderly spinsters? For them the magic digits "55" pardonably hoist the case into the same class as a pistol-packing momma. The idea of imprisonment leaps to the forefront of their minds. In a built-up area, too! "Angry Velo" (April 3) was lucky to escape doing time.

Some Driving Test!

THOSE of you who have failed in the British driving tests should read John Gunther's book, *Inside Russia*. It is perhaps slightly less intimate and personal than others of this famous cosmopolitan's travel books but we know so very little of Russia that almost every page startles with some striking fact or comment. For example, very few foreigners ever pass the Russian driving test. Gunther writes: "You have to be passed by a *panel* of physicians, not merely one, including an eye doctor, a cardiologist, a back specialist and one who tests reflexes in the soles of your feet. You have to work out traffic problems with model cars on something that looks like a pachisi board and prove that you can take apart and mount an engine. Traffic accidents are a very serious matter. If you scrape somebody's bumper you can lose your licence for a year, and if you accumulate three violations you lose it for life. In the interests of safety, no more than two persons are permitted on the front seat." I shudder to think how motor cyclists may be tested. In the first world war a Coventry tester was sent to St. Petersburg to train D.R.s for the Tsarist armies. He was led to a squad of some 30 men, few of whom could ride a pedal cycle. The time was midwinter. The street was covered with frozen snow. The Russian n.c.o. was armed with a large whip. The sole machine provided was a 5 h.p. twin. The Coventry tester himself fell off more than somewhat.

Jackson and Oliver Swim



m to Victory



Left: Loch Eild Path, high above Loch Leven and the village of Kinlochleven, is one of the longest and most severe of "Scottish" hills. Here, on Friday's run, Jack Simpson (197 Greeves) keeps his feet up on one of the top sections. Above: At Auchterawe on Thursday, Alf Tibble (497 Ariel) splashes through the lower part of the hill

A.J.S. AND B.S.A. EXPONENTS WIN SOLO AND SIDECAR AWARDS IN SEVERE-WEATHER SCOTTISH SIX DAYS' TRIAL

ANY sporting event fought out in the highlands of Scotland must be exciting. The Scottish Six Days' Trial that ended in Edinburgh last Saturday was no exception. It was contested for the most part in vile conditions of wind and rain, by a record number of 205 starters, over a record total of 157 observed sections and it had a sidecar class included for the first time since 1950.

The solo award winner was Gordon Jackson (347 A.J.S.), who lost only six marks and so led the runner-up, Sammy Miller (497 Ariel), by seven. The sidecar trophy was won by Jack Oliver (499 B.S.A.), who lost 140 marks as compared with runner-up Bob Williams' (497 Ariel) score of 159. Winners of the class awards were as follows: 150 c.c., Jonathan Tye (Francis-Barnett); 200 c.c. (and third-best performance), Artie Ratcliffe (Triumph); 250 c.c., Brian Stonebridge (Greeves); 350 c.c., Jackson; over-350 c.c., Miller. In the sidecar category the best performance by a three-fifty was made by Frank Carey (Royal Enfield).

In terms of marks lost on observation the manufacturers' team prize was won by A.J.S. But at the eleventh hour Bob Manns, a member of the team, was

stopped by the police for allegedly exceeding the 30 m.p.h. speed limit on his way to the final check at Blackford Hill, Edinburgh. He was excluded from the results, and the trophy went to the Ariel team comprising Miller, Gordon Blakeway and Ron Langston. The best club team was Sunbeam—Johnny Brittain and Peter Stirling (346 Royal Enfields) and Gordon Jackson. The best club team without trade entries was Perth (A. Fender, A. D. Smith and J. Pryde, all on 348 c.c. B.S.A.s), after M. H. Rispin (346 Royal Enfield), a member of the winning Bradford team, was excluded for the same reason as Manns. Of the 183 solo starters 152 finished. In the sidecar class there were 22 starters and 13 finishers.

Monday's run, which took competitors from Edinburgh to Fort William, was described in last week's issue. The 148 miles included 30 observed sections for solos, of which nine were on Altnafeadh and eight on Mamore. Situated near Kinlochleven, both hills are extremely steep, extremely rocky and Mamore was in worse condition than it has been for several years. Only two soloists, Sammy Miller (497 Ariel) and Gordon Jackson (347 A.J.S.), completed the day without loss of marks,

The Two Winners



Solo victor Gordon Jackson



Jack Oliver (right) with Derek Allen

GORDON JACKSON previously won the "Scottish" in 1956 losing 16 marks and beating his nearest rival, Johnny Brittain, by 15. In other Scottish Six Days' events he has been consistently to the fore: third in 1952, runner-up in 1953, third in 1954. Last year, incorrectly geared, he finished 12th. Twenty-six years old, Jackson is married and runs a motor-cycle business

in partnership with Ted Usher in Swanley, Kent. He has been riding factory A.J.S. machines since 1952, and is widely regarded as the greatest trials rider of the present day. He won the British Experts' Trial last year, was runner-up in 1956, won the A.C.U. Trials Drivers' Star in 1955 and has made best performance in nearly every one-day trial in the calendar.

JACK OLIVER is a Yorkshireman and relatively unknown as a sidecar exponent, though he has been driving sidecars since 1948. Aged 37 and a bachelor, he is a television engineer. He is an enthusiastic clubman, a vice-president of the Yorkshire Centre and a centre delegate to the A.C.U. general council. He has competed in several International Six Days' Trials with B.S.A. Bantam and Gold Star solos. Since transferring his affections to three wheels he has competed regularly in open-to-centre trials with his mother, nearly 70 years old, acting as "crew." His mother was in Fort William last week and her greatest disappointment was that the organizers would not allow her son's outfit to be withdrawn from the closed control so that she could have a flip up Town Hall Brae. Oliver's passenger for the week was fellow Yorkshireman Derek Allen.

but three others, Roy Peplow (199 Triumph), Sid Wicken (347 Matchless) and John Draper (348 B.S.A.) pressed the leaders close, only one mark down.

The many fast road miles, the long and taxing slog over Altnafadth and the descent of Martium to Kinlochleven, then the frightfulness of Mamore and of the Old Mamore Road from the summit to Fort William, wrought havoc among the 22 sidecars. Six retired. The leader, Jack Oliver (499 B.S.A.) had lost 39 marks and his nearest challenger, Arthur Pulman (498 Matchless), 53.

The weather was a mixture of good and bad—fine until lunch and rain from soon afterwards almost until the last machine was handed into the closed control at approximately 8 p.m.

Retirements.—M. Banks (197 Greeves), R. H. Andrew (347 A.J.S.), P. W. Roydhouse (490 Norton sc), W. E. Lewis (498 Matchless sc), J. E. Wright (498 Triumph sc), W. Sinclair (497 Ariel sc), H. C. Smith (497 Ariel sc), J. J. Taylor (499 Velocette sc).

Tuesday—Second Day

DURING Monday night the heavens ripped wide open. Clouds ganged up, and then opened up, when the highlands lay clothed in darkness. Rain sheeted down relentlessly. And though it had stopped by 7.45 a.m., when the first competitors were collecting their machines from the closed control, the damage had been done. For one thing Martium had been rendered impossible for sidecars. For another the new sections at the Tyndrum lead mines were unusable because the bog at the exit had become bottomless overnight. So solos and sidecars alike were set to tackle a river bed on a lower level.

By 8.30 the rain had restarted, and there

was a loutish wind. Solos went first, by the road skirting Loch Leven, to Grey Mare's Ridge, near Kinlochleven. There the long, steep, zig-zagging footpath, with its loose stones, tree roots and rock outcrop, had been split up into seven sections. Newcomers and old hands alike, foot-slogged through and their hearts were pounding like steam engines by the time the summit was reached. Both Cliff Clegg (197 Francis-Barnett), a prominent A.C.U. official, and his 18-year-old son David (346 Royal Enfield), lost marks—father playing safe to keep on the move.

The factory aces were in serious mood. Artie Ratcliffe (199 Triumph), who had lost six marks on Monday, lost only one—on the seventh section. His team-mate Johnny Giles was clean throughout. The third Tiger Cub in the Triumph team was not responding to the throttle as it should and it gave Roy Peplow a passage that added four marks to his score. Other stars to lose marks were Brian Martin (348 B.S.A.) and Sid Wicken—one each. John Draper slid into the bank on the top section and lost five. Third of the B.S.A. factory trio, Arthur Lampkin was so effortless over the worst as to make it all look childishly easy. The only other clean climbs were recorded by Peter Fletcher (499 Royal Enfield), Benny Crawford (497 Ariel), Sammy Miller, Gordon Jackson, Peter Stirland (346 Royal Enfield), Jack Rees (197 Greeves), Eric Adcock (197 Dot) and Bob Manns (347 A.J.S.).

By way of the Old Glencoe Road the route led to Tyndrum. When the solos arrived the sidecars had already been through and had not had much trouble. The great majority of the solos, too, were clean. Tyndrum, however, cost Draper dear. He missed the turning on to it and covered 16 miles before discovering his

error. He sped back, losing 25 marks on time in the process. An even worse fate befell the German rider, A. Hartung, whose Zündapp lost compression—the piston had burned.

By then the rain had stopped and the prospect was brighter. Some 37 road miles into Glen Lyon brought solos and sidecars to Meall Glas, where four sections had been marked out over the rock-strewn track. Competitors of average skill found it impossible to choose a path and went, more or less, where their wheels took them. Of the sidecars the best climb overall was by Bob Williams (497 Ariel). Of the solos? One could take one's pick of 36, for most riders were in sizzling form.

From the top of Meall Glas the track drops over grass and gorse-covered slopes to Dunalistair Hotel, in Kinloch Rannoch, where the lunch check was situated. That descent proved far more of a problem for sidecars than the climb had been. For much of the way machines lay at drunken angles above the sidecars on steep, greasy camber. One outfit, the Ariel piloted by Alf Tibble, all but dropped over the edge of a near-precipice. George Hallam (497 Ariel) walked his outfit for much of the way. Marks for lateness were lost like chaff in a gale, and were then recovered when it was decided in the evening that time between Luib and Dunalistair would not count in the reckoning.

After the Kinloch Rannoch climb, solo and sidecar routes diverged. Solos headed over the sporting, tiring, infamously boggy 23 miles of rough stuff separating Rannoch and Fersit. That was the longest 23 miles that many had ever experienced. There are gullies and bogs, upgrades and downgrades, rock slabs and loose rocks: there is every variety of going conceivable in the mind of the most diabolically zealous trials organ-

ner. Testimony to its severity is given by two little tales. A. J. Brereton (197 Norman) had his frame break and had to walk for hours, stumbling, falling, resting now and again, until he reached a lonely farmhouse. And Lennox Broughton (499 B.S.A.) said at the end that he felt as though a dagger had been driven between his shoulder blades, and was being twisted!

Finally, solos tackled the stone-littered track up the lower slopes of Ben Nevis, just outside Fort William. There was little drama, though the hill deteriorated as boulders were spun into the fairway so giving later numbers a more difficult task.

After Kinloch Rannoch, sidecars dealt with the stony loop of Meall-na-Moine and returned to base. Only 2½ miles from Kinloch Rannoch's rock-slab summit, A. J. Knight (499 Royal Enfield) had the wheel arm part from his sidecar chassis and he crashed at high speed, fortunately without grave injury to driver or passenger.

Retirements.—Mrs. M. A. Briggs (199 Triumph), A. J. Brereton (197 Norman), D. H. Wingate (197 Greeves), A. Hartung (250 Zündapp), W. G. R. Faulkner (249 Francis-Barnett), E. W. Battershill (497 Ariel), G. E. Branton (490 Norton), W. J. Sullivan (497 Ariel sc), A. J. Knight (499 Royal Enfield sc), H. Schlicht (250 Zündapp).

Wednesday—Third Day

ON Wednesday the trial began to sort itself out. The route was north to Inverness, included climbs of Laggan Locks, Auchterawe and Foyers—and there were no clean sheets at the end of it. In the solo category Gordon Jackson moved two marks ahead of Sammy Miller. Sid Wicken, third in the morning with two marks lost, in the evening was ninth with a score of 16. The outstanding ride of the day was by Johnny Brittain (346 Royal Enfield), the winner in 1957. He lost only one mark, to check in with 15 on his card, and so tie

for seventh place with Peter Fletcher (the only private owner in the first 12). In the sidecar category Sam Seston whittled down Jack Oliver's lead from 19 marks to nine. In the manufacturers' team contest A.J.S. (McLaughlan, Jackson and Manns) led Ariels (Miller, Blakeway and Langston) by four marks. The best club team was Bradford A (Ratcliffe, Blakeway and Lampkin).

When competitors set out in the morning a benign sun beamed down on translucent lochs and green pasture. The silhouette of the mountains surrounding Fort William was etched stark and clear against a brazen sky. The township yawned in summer-in-springtime. It was cold, but it was a cracking morning, and riders wasted no time on the 21 miles to Laggan Locks. The observed hill was in prime condition. Loose boulders lay strewn, higgledy-piggledy, over the steep peat road. They moved almost at a touch so that there was no genuinely obvious path. Plenty of power and the skill and courage to use it were the requirements.

Smaller machines were at a disadvantage and the fourth of the six sections proved especially severe for them. Nevertheless, that it could be conquered was proved by Phil Barlow (197 James). Barlow was very fast, so much so that in a short free section beyond the fourth he somersaulted when his front wheel hit a cross-gully while it

was on part lock. A dashing climb by Dr. H. W. R. Davidson (197 Greeves) ended when his plug lead came adrift. The second clean climb was by B. Smith, also on a Greeves, and the third and fourth in quick succession by Ratcliffe and Giles. Miller's clean sheet went for six when he had to give a swift dab in the fourth section. Jackson was clean—though his rear chain broke only inches beyond the last section. Even more unlucky was Scottish champion Laurie McLean who was brilliantly clean, only to have the piston of his 497 c.c. Ariel disintegrate when he reached the main road. Thereabouts, too, Eric Adcock retired with big-end failure.

Auchterawe, a high, rocky gully in the Inchnacardoch Forest, is similar in character to Laggan Locks. Bulldozing tactics were again required. It took a stack of marks few from any of the solos though in the leading dozen. But Giles lost five, Sid Wicken three and Blakeway one. The most outstanding climbs were those by McLaughlan and Stirland.

Sidecars tackled only the lower two sections. The sole clean climb of both was by Seston. Oliver added 10 to his score. At the next hill on the way to Inverness, Convinth, Oliver lost five while both Seston and Williams lost six. For solos the hill was easy. So, indeed, was Lochend, which came next. Sidecars had much more

Below left: Winner of the 200 c.c. award and the third-best finisher, Artie Ratcliffe (Triumph) looks warm as he loses marks on Loch Eild Path. Below: Solo runner-up Sammy Miller (497 Ariel) confidently rounds a rock on Mamores



Leaders Day-by-Day

MONDAY

| Solos | | Marks Lost |
|----------|---|------------|
| 1 | S. H. Miller (497 Ariel)..... | 0 |
| 2 | G. L. Jackson (347 A.J.S.)..... | 1 |
| 3 | R. S. Peplow (199 Triumph)..... | 2 |
| 4 | G. J. Draper (348 B.S.A.)..... | 3 |
| 5 | S. R. Wicken (347 Matchless)..... | 4 |
| 6 | G. S. Blakeway (497 Ariel)..... | 5 |
| 7 | A. Shutt (249 Francis-Barnett)..... | 6 |
| 8 | P. N. Brittain (346 Royal Enfield)..... | 7 |
| 9 | B. W. Martin (348 B.S.A.)..... | 8 |
| 10 | J. B. Houghton (197 James)..... | 9 |
| 11 | E. Adcock (197 Dot)..... | 10 |
| 12 | A. J. Lampkin (499 B.S.A.)..... | 11 |
| | B. Crawford (497 Ariel)..... | 12 |
| Sidecars | | |
| 1 | J. S. Oliver (499 B.S.A.)..... | 39 |
| 2 | A. Pulman (498 Matchless)..... | 53 |
| 3 | S. T. Seston (499 B.S.A.)..... | 55 |

TUESDAY

| Solos | | Marks Lost |
|----------|--------------------------------------|------------|
| 1 | S. H. Miller (497 Ariel)..... | 0 |
| 2 | G. L. Jackson (347 A.J.S.)..... | 1 |
| 3 | S. R. Wicken (347 Matchless)..... | 2 |
| 4 | A. Shutt (249 Francis-Barnett)..... | 3 |
| 5 | A. J. Lampkin (499 B.S.A.)..... | 4 |
| 6 | J. R. Giles (199 Triumph)..... | 5 |
| 7 | E. Adcock (197 Dot)..... | 6 |
| 8 | L. A. Ratcliffe (199 Triumph)..... | 7 |
| 9 | P. Fletcher (499 Royal Enfield)..... | 8 |
| 10 | G. S. Blakeway (497 Ariel)..... | 9 |
| 11 | B. W. Martin (348 B.S.A.)..... | 10 |
| 12 | R. S. Peplow (199 Triumph)..... | 11 |
| | J. B. Houghton (197 James)..... | 12 |
| Sidecars | | |
| 1 | J. S. Oliver (499 B.S.A.)..... | 64 |
| 2 | S. T. Seston (499 B.S.A.)..... | 83 |
| 3 | R. T. Williams (497 Ariel)..... | 94 |

WEDNESDAY

| Solos | | Marks Lost |
|----------|---|------------|
| 1 | G. L. Jackson (347 A.J.S.)..... | 3 |
| 2 | S. H. Miller (497 Ariel)..... | 5 |
| 3 | A. J. Lampkin (499 B.S.A.)..... | 9 |
| 4 | L. A. Ratcliffe (199 Triumph)..... | 10 |
| 5 | G. S. Blakeway (497 Ariel)..... | 12 |
| 6 | A. Shutt (249 Francis-Barnett)..... | 14 |
| 7 | J. V. Brittain (347 Royal Enfield)..... | 15 |
| 8 | P. Fletcher (499 Royal Enfield)..... | 16 |
| 9 | J. B. Houghton (197 James)..... | 17 |
| 10 | S. B. Manns (347 A.J.S.)..... | 18 |
| 11 | S. R. Wicken (347 Matchless)..... | 19 |
| 12 | R. S. Peplow (199 Triumph)..... | 22 |
| | B. W. Martin (348 B.S.A.)..... | 23 |
| Sidecars | | |
| 1 | J. S. Oliver (499 B.S.A.)..... | 91 |
| 2 | S. T. Seston (499 B.S.A.)..... | 100 |
| 3 | R. T. Williams (497 Ariel)..... | 119 |

THURSDAY

| Solos | | Marks Lost |
|----------|---|------------|
| 1 | G. L. Jackson (347 A.J.S.)..... | 4 |
| 2 | S. H. Miller (497 Ariel)..... | 6 |
| 3 | L. A. Ratcliffe (199 Triumph)..... | 10 |
| 4 | G. S. Blakeway (497 Ariel)..... | 12 |
| 5 | A. J. Lampkin (499 B.S.A.)..... | 16 |
| 6 | J. V. Brittain (346 Royal Enfield)..... | 17 |
| 7 | J. B. Houghton (197 James)..... | 18 |
| 8 | S. R. Wicken (347 Matchless)..... | 19 |
| 9 | P. Fletcher (499 Royal Enfield)..... | 20 |
| 10 | S. B. Manns (347 A.J.S.)..... | 21 |
| 11 | R. S. Peplow (199 Triumph)..... | 22 |
| 12 | B. W. Martin (348 B.S.A.)..... | 23 |
| Sidecars | | |
| 1 | J. S. Oliver (499 B.S.A.)..... | 109 |
| 2 | S. T. Seston (499 B.S.A.)..... | 130 |
| 3 | F. Darrieulat (499 B.S.A.)..... | 135 |

FRIDAY

| Solos | | Marks Lost |
|----------|---|------------|
| 1 | G. L. Jackson (347 A.J.S.)..... | 6 |
| 2 | S. H. Miller (497 Ariel)..... | 13 |
| 3 | L. A. Ratcliffe (199 Triumph)..... | 24 |
| 4 | G. S. Blakeway (497 Ariel)..... | 26 |
| 5 | J. V. Brittain (346 Royal Enfield)..... | 28 |
| 6 | R. S. Peplow (199 Triumph)..... | 30 |
| 7 | S. R. Wicken (347 Matchless)..... | 31 |
| 8 | A. J. Lampkin (499 B.S.A.)..... | 32 |
| 9 | G. O. McLaughlin (347 A.J.S.)..... | 35 |
| 10 | J. B. Houghton (197 James)..... | 36 |
| 11 | J. R. Giles (199 Triumph)..... | 37 |
| 12 | S. B. Manns (347 A.J.S.)..... | 38 |
| | B. W. Martin (348 B.S.A.)..... | 39 |
| Sidecars | | |
| 1 | J. S. Oliver (499 B.S.A.)..... | 140 |
| 2 | R. T. Williams (497 Ariel)..... | 159 |
| 3 | F. Darrieulat (499 B.S.A.)..... | 160 |

594

THE MOTOR CYCLE, 15 MAY 1951

difficulty and only Williams was without penalty.

From the lunch check at Inverness the course turned south and followed the rutted, broken, sinuous old military road to Foyers, high above the southern shore of Loch Ness. The mixture was as before but the going more difficult, for the soil on which the hill lay was broken by tooth-like rock outcrop. It was there that Jackson lost his three marks, Miller his additional four. Indeed, of the 12 leaders at the end of the day only Blakeway and Johnny Brittain were unpenalized throughout. Pat Brittain failed to reach that far, for he was being troubled with a sticking exhaust valve. He removed the head but lost so much time

rivulets ran down riders' chests and backs. Gloves oozed their dye. The wind rose, making the punishment worse. That was the pattern for the entire day.

Owing to the conditions the Corrieairack Pass, to have figured in the sidecar route, was abandoned. Three marshals on solos took 1½ hours to cover the 13 mountainous, porridgey miles. So the route was shortened and the sidecars covered a part of Wednesday's run. Observed hills were Ashburn Lane, that tricky little snicker just outside Fort William, Muirshearich, Laggan Locks, Achterawe and Ben Nevis.

Oliver began well by losing only three marks at Ashburn Lane, while Seston stopped in both sections, thus allowing Oliver to increase his lead from nine marks to 16—before Fort William was quit! Muirshearich was easy and Laggan relatively so, because of the torrents gushing from its summit. It was there that Alf Tibble bent his front fork as he dropped from the hillside to rejoin the road. He straightened things out as best he could, but the result was far from satisfactory.

At Achterawe there were only three clean climbs: Bob Williams, John Catchpole (342 J.C.S.)—and Tibble! And at Ben Nevis the best climb was by Frank Darrieulat (499 B.S.A.) who lost only five marks—all of them in the second of the six sections. Oliver lost six and Seston 15. The wind at that stage squallied across the bleak glen with almost overpowering force. And the rain swept down, almost horizontally.

Meanwhile, the solos had been tackling one of the most sporting sections of roughery in all Scotland—the ancient drovers' track that embraces three of the most exacting of the week's hills—Ravine, Bay and the Devil's Staircase. More than that, competitors rode the track from north to south in the morning and in the opposite direction in the afternoon. In spite of the saturated atmosphere, it was the most enjoyable gallop of the entire trial.

The track cuts across the head and shoulders of the Moidart peninsula—steep, narrow, rocky here, flat peat-bog there. On Thursday it was completely waterlogged. Machines slung up spinning fountains of spray as riders pressed on hard through the opaque, rain-laden air. Wheels bucked and slithered on the rocks and goosy ruts. It was all magnificent fun, though not for Arthur Shutt.

On Ravine in the morning the rear wheel sprocket of his Francis-Barnett parted from the hub—and civilization was many rock-strewn miles away. So a tow-rope gang was organized and the machine pulled up Ravine and over the track to a small jetty so that it could be taken round to Lochailort by boat. Yes, the track is as inaccessible as that!

Ravine and the Devil's Staircase are similar in character in that both are very steep and include hairpin turns demanding full lock. The difference is that Ravine, especially that side of the hill used on the outward run, has a surface composed chiefly of eroded rock outcrop whereas the Staircase has loose rocks littering its path as well. Of the two, the Staircase took the more marks, adding one to Miller's total, seven to Lampkin's and five to Fletcher's. Later on, at Ravine on the run back, Jackson was forced to give a dab so that, at the



New Zealander Johnny Rock (197 James) on the rocks, literally, of the new section at Tyndrum

that he was excluded. In the sidecar class Seston again distinguished himself, by making the only clean climb of the hill as modified for sidecars.

The morning's weather was too good to last. Clouds closed in. The hilltops disappeared. Then everything disappeared, as rain sheeted down from just after 4 p.m. when the late numbers were at Foyers.

Retirements.—K. J. Bell (197 Greeves), P. J. Wright (197 Francis-Barnett) E. Adcock (197 Dot), J. G. Ravening (249 Triumph), D. A. Waller (347 Matchless), P. N. Brittain (346 Royal Enfield), A. M. L. McLean (497 Ariel), A. J. Dolphin (199 Triumph Special), R. W. Cockburn (348 B.S.A.), C. H. Clayton (347 A.J.S.), G. H. Hallam (497 Ariel sc).

Thursday—Fourth Day

RAIN continued throughout the night. As the light strengthened the mountains grew blacker. Tumbled, broken banks of cloud filled the sky. There was a brief respite while the early numbers were setting off then, soon, the rain renewed its venom. Boots became cisterns. Neck towels ceased to serve as sponges and cold

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MOTOR CYCLES MAY 1958



Left: Tuesday shot at Grey Mare's Ridge of one of the four German riders, Armin Hartung (250 Zündapp). He retired later in the day with a burned piston. Right: Winner of the 350 c.c. sidecar award was veteran Frank Carey (Royal Enfield). Here he is on the second section of Ben Nevis during Thursday's run

end of the day, he still led Miller by two marks.

There are few riders who can claim to have covered the drovers' track in both directions and been feet-up throughout. Yet the feat was achieved by no fewer than five runners a week ago today. They were the entire Triumph team, consisting of Ratcliffe, Giles and Peplow, also Gordon Blakeway and Gordon McLaughlan.

Retirements.—T. C. Ritchie (197 Greeves), D. D. Harrop (197 James), A. Shutt (249 Francis-Barnett), G. Wheldon (249 James).

Friday—Fifth Day

SURELY the weather is nowhere so capricious as in the Highlands. When riders awoke—late, because the start had been put back from eight o'clock to nine—Fort William basked in warm light. Friendly sunshine fell on the fields, tripped along the rises, lost itself in the gullies, poised lightly on the hilltops. It was the best day yet.

Solos and sidecars covered an approximately common route, fairly short as regards mileage but severe all the same, for it included climbs of Altnafeadh, of that teaser of all teasers, Loch Eild Path, and finally of Mamore. The 66 miles took in 37 solo observed sections.

Friday was not only the best day, it was the most important. With so convincing a lead it seemed unlikely that anything could happen to upset Oliver's plans to take the sidecar award away from Edinburgh. But only two marks separated Jackson and Miller. Miller led Ratcliffe by four and Ratcliffe headed Blakeway by two.

Scottish hills change in character with startling suddenness. One day a climb will be impossible. The next it will be a cakewalk. So matters were, to some extent, at Altnafeadh. The rain had washed a distinct path and the hill was in a far easier state than it had been on

Monday. Miller was clean, so was Jackson, so was Ratcliffe, so was Blakeway.

Loch Eild Path was only eight miles away. And the long, zig-zagging climb was in brutal condition. The grass-covered lower slopes might well themselves have been observed. The first and second sections, however, were relatively easy—over loam, with a rock step at the end of each. But the steps stopped many and extracted marks for footing from the vast bulk of the entry.

A. Hartner, the German rider on a 250 c.c. Zündapp, showed that he had progressed greatly during the preceding days and was clean on both sub-sections. The only other surviving German, H. Best on the MZ, was not so good—too fast and lacking real delicacy of control. Edinburgh rider Jackie Williamson (497 Ariel) was having an off-day; Loch Eild Path's 15 sections cost him as many marks as he had lost during all the previous four days!

The third and fourth sections were the most difficult of all. Located also on the lower slopes, they comprised right, left, right, left turns in quick succession. After the first few machines had been through, the loose, rocky surface provided little wheelgrip and made positive control almost impossible.

No climb was more daring than that by Gordon Jackson. His attack was an example of the ultimate in skill and dash. He approached fast, rounded the first left turn (the turn that had defeated so many) with a single, lightning dab, and turned up the wick—hard—and kept it up. He sped through in a matter of seconds, never again looking like prodding—and yet these same two sections cost Miller six marks and he was to lose another one higher up. So Jackson's total score was five and Miller's 13.

None of the other stars could quite match Jackson's feat. So warm was the

going then that competitors were taking off their riding jackets before making their climbs. Miss Olga Kevelos (148 B.S.A.) paddled through. Immediately after starting, she had changed a piston—and she had had a puncture since. The sections higher up were easier; though, because they came so near the summit of the long zig-zag, riders had little physical reserves with which to deal with them.

The run over the head of the hill and down Grey Mare's Ridge to the foot of Mamore permitted no respite. Like Altnafeadh, Mamore was easier than it had been on Monday. Even so, it took many, many marks—one, indeed, from Jackson.

The sidecars had a hard time. At the end of the day Oliver's score had increased from 109 marks to 140 and he led Williams by a clear 19. The A.J.S. factory team, with 77 marks lost, led from Ariels by five marks and, in the club-team contest, Sunbeam (Jackson, Stirland and Johnny Brittain), 74 down, led Bradford by seven.

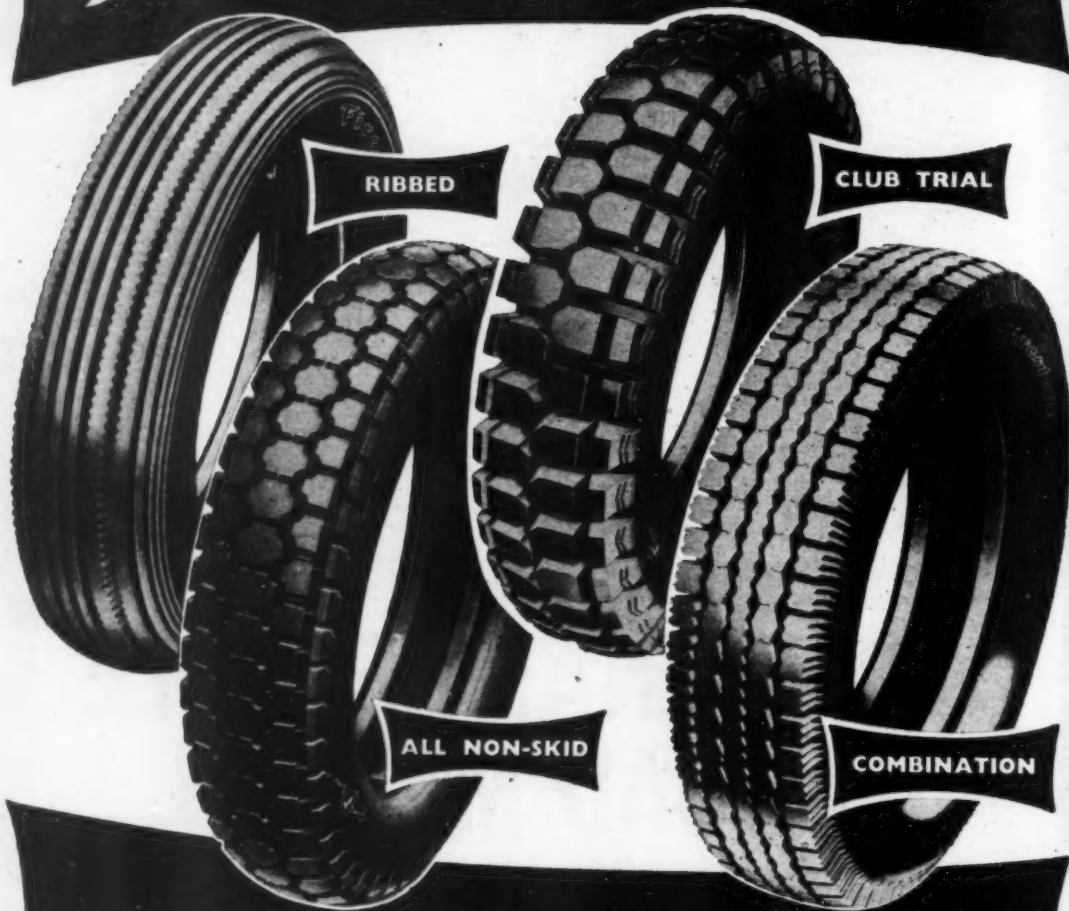
Retirement.—W. G. MacLean (197 James).

Saturday—Sixth Day

SURVIVING machines were drawn from the Fort William control for the last time. Since Monday they had traversed some 650 miles of highland road and mountain track and climbed over 150 observed sections on rock-strewn hills. Many carried the signs of their punishment openly yet, for the most part, their mechanical condition was good. Tyre pressures and oil levels were checked and the slack adjusted out of rear chains. Tests were made for loose or broken spokes, screwdrivers run between cylinder fins to clear away the mud. There was even time in some cases to use a cleaning rag on fuel tanks, engines and exhaust pipes. Two by

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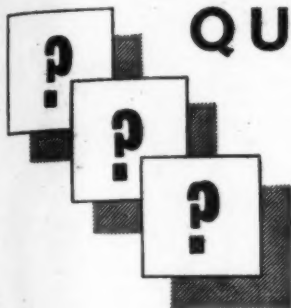
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QUESTION AND ANSWER



ROLLING RESISTANCE

IN TECHNICAL ARTICLES where performance is discussed, I have several times come across the term "rolling resistance." Can you please explain its meaning? A. WOODGATE Stroud.

Rolling resistance is the effort required to propel a machine along at a steady speed with the engine disconnected from the rear wheel. Measured with the gear box in neutral it is the sum of the resistances of the tyres, wheel bearings (very small), final drive and gear box; and since the box is not transmitting power its resistance consists of oil drag and bearing friction. Alternatively, the figure at the rear wheel—more commonly used in performance calculations where the power delivered by the engine to the wheel is involved—can be obtained by removing the rear chain. If circumstances do not permit a physical check, a figure at the rear wheel of 2 lb per 100 lb of weight is approximately correct for a motor cycle.

LARGER TYRE

TO IMPROVE COMFORT and tyre life I intend fitting a 4.00in-section rear tyre in place of the present 3.50in cover; rim size is WM3-19. Will the speedometer, which is rear-wheel driven, read faster or slower and by how much? Cardiff. T. W. JAMES

The speedometer will read slower because, owing to the larger rolling diameter of the 4.00in tyre, the wheel will revolve more slowly than before at a given road speed. Rolling diameters are respectively 26.1in and 26.7in for the 3.50in and 4.00in covers, so the error will be just over two per cent. As most speedometers are at least that much optimistic and a margin either way of 10 per cent at 30 m.p.h. is permitted by law, there should be no need to alter the gearing of the instrument.

OIL TEMPERATURE

A FRIEND AND I run machines of similar type and performance but different makes. When the engines are running at much the same speed a glance in the oil tank reveals how much more rapidly the oil is circulating through his engine than through mine. I should have thought

that this would result in my oil becoming hotter than his, but such is not the case. What is the explanation? J. K. HEPWORTH Slough.

Within quite wide limits the oil circulation rate is not critical and has little bearing on temperature. If the rate is speeded up, each unit volume of oil passes through the engine more quickly and so picks up less heat, but it also spends correspondingly less time cooling in the tank and external pipes. Other things being equal, the volume of oil in circulation has much more effect on the temperature than the oil-pump capacity.

PISTON-RING GAP

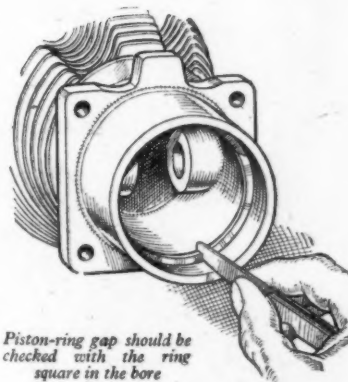
I AM ABOUT TO FIT new piston rings to my five-hundred single and have been told that the gap between the ends of the rings is critical. Will you please tell me what the gap should be and how it can be checked? S. M. CHARLTON Chingford, Essex.

You will probably find the correct gap to use stated in the instruction book. However, if no figure is given, a satisfactory basis on which to work is 0.004in per inch of bore diameter. Cardinal points to remember when checking the gap are that to get a true reading, the ring must be square to and in the unworn portion of the bore. The piston should be placed in the lower part of the bore and the ring pressed up against the bottom of the skirt. The gap can then be ascertained with a feeler gauge.

VALVE MATERIALS

WHEN DECARBONIZING my side-valve six-hundred I interchanged the inlet and exhaust valves in order to equalize the wear and tear on them. After a few hundred miles the head broke off the exhaust (previously the inlet) valve. Was I at fault? M. PRESTON Lincoln.

Almost without exception different types of steel are used for inlet and exhaust valves and they should never be



Piston-ring gap should be checked with the ring square in the bore

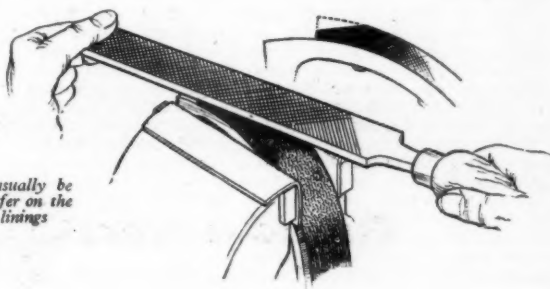
interchanged even when, as in your case, the dimensions are the same. An exhaust valve operates at a far higher temperature than an inlet valve and is made of a special alloy steel which retains its strength under those conditions. An inlet valve is not suitable for such high temperatures.

FIERCE BRAKE

JUST OVER A MONTH ago I relined my front brake. Since then it has been fierce in operation and is dangerous in the wet unless applied very carefully. Would you please tell me how I can rectify the trouble? R. V. EARL Gillingham, Kent.

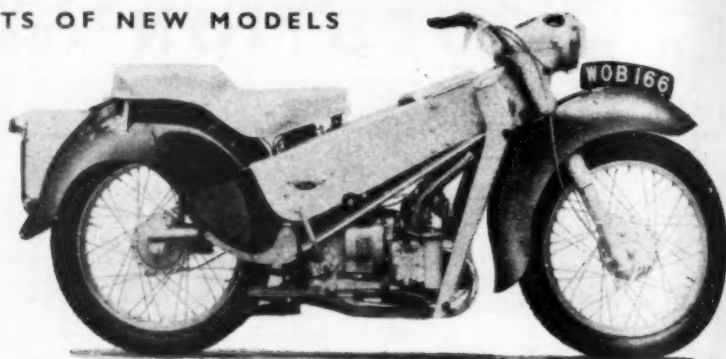
The root of the bother is most likely that when the new linings were fitted, insufficient chamfer was given to the leading edges. The brake should be dismantled and the ends of the linings filed (using a coarse file) so that they blend gradually into the linings' general contour.

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.



Brake fierceness can usually be cured by filing a chamfer on the leading edges of the linings

MOTOR CYCLE ROAD TESTS OF NEW MODELS



Left: The tool hit is carried in a compartment ahead of the petrol tank where there is also room for oddments. Above: The famous LE in its latest form

192 c.c. LE Velocette Mark III

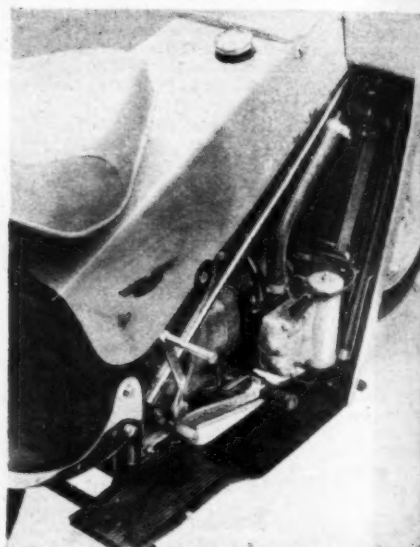
TOWN AND COUNTRY RIDING ENHANCED BY
FOUR-SPEED, FOOT-CHANGE GEAR BOX

IN the years since its introduction a decade ago the whispering, water-cooled, side-valve LE Velocette transverse twin with shaft drive has become a familiar sight on the roads of Britain. First major change in specification was a step-up in engine capacity from 149 to 192 c.c.—that was in 1950—but right through the years the original three-speed gear box was retained with car-type hand gear change and a lever for hand starting. In its newest, Mark III, form the model is equipped with a four-speed gear box, kick-starter and foot-operated gear lever. In order to streamline factory production, other features common to the LE's sister model—the 192 c.c. o.h.v. Valiant—have also been incorporated and, indeed, the crankcase assemblies of both types are similar, thus endowing the LE with the advantage of a more robust crankshaft.

However, there has been no increase in power output, for the makers' intention is that the little model should remain, as it has always been, an enchanting, well-mannered lightweight of moderate maximum speed. But there is no gainsaying the improvement wrought by the new gear box, particularly appreciated in the thick of city traffic: gear changing is commendably slick and the acceleration available in the second and third ratios endows the machine with a briskness not associated with the earlier versions. The getaway from traffic-light standstill, for instance, was apt to bring disbelieving glances from the riders of larger mounts.

It might be thought that the retention of footboards would cause difficulty in operating the gear pedal and kick-starter but that is not so. With the right foot poised on the ramp part of the footboard the gear-pedal rubber was nicely placed above the rider's toe-cap. Upward changes (that is, downward movements of the pedal) were readily made by pivoting the heel and raising the boot sole from the board. Though the travel available for the kick-starter is relatively short it in no way handicapped starting. Whatever the weather, only light pressure on the lever was necessary to wake the engine into gentle, burbling life first time and every time. In this case of starting the LE is far above the average run of machines. Indeed, once the engine was nicely warm it was possible to restart just by pressing the pedal with the palm of the hand.

Operation of the carburettor strangler is by means of a rod



Close-up of the kick-starter and foot-change lever for the four-speed gear box

projecting horizontally on the left of the machine. Particularly on cold mornings, it was found advisable to start with the strangler fully closed, after which the rod was pushed part way home and the engine allowed to run for a few moments before the shutter was fully opened. When working temperature had been reached, idling was delightfully certain and even the revolutions mounted cleanly as the throttle was opened smartly.

On the model tested the optional luxury of a two-level dual-seat was substituted for the standard saddle. Together with the rearward-sweeping handlebar, the seat gave a most comfortable, upright riding position which was well in keeping with the sedate, unobtrusive nature of the machine.

Unobtrusiveness, indeed, is a keynote of the LE's exemplary manners: the quiet running and superlative silencing of its engine are famous. That apart, much of the charm of the model can be attributed to the smoothness of the power unit—almost akin to electric propulsion. Credit is also due to its effortless

handling qualities. Steering is light and positive, and since the bulk of the engine-gear unit lies below the plane of the wheel spindles the centre of gravity is abnormally low. The result is cornering and bend swinging of such ease that the rider had only to think about it rather than make a conscious effort. The brakes, too, were delightfully smooth and easy to operate yet proved more than adequate for any emergency.

From the first, Velocettes have provided the LE with pivoted-rear springing adjustable for various loads by altering the angle of the spring units. This is done by slackening the nuts at the top of the spring units and moving them in fore-and-aft slots provided in the rear-mudguard pressing. With the unit tops in the forward position the adjustment was found to be ideal for one-up riding but when a pillion passenger was carried it was possible to bottom the springs on rough going. However, rearward adjustment of the spring units—the work of a few moments—to make a less-acute angle with the rear fork effectively corrected the tendency.

On the open road a top-gear cruising speed of 45 m.p.h. suited the engine admirably and, when main-road gradients stiffened, the speed could be maintained by dropping into third gear. For really steep territory of the Cotswold lane variety, the choice of ratios proved a blessing and not one surfaced hill was found which the little model failed to conquer, albeit in bottom gear at times.

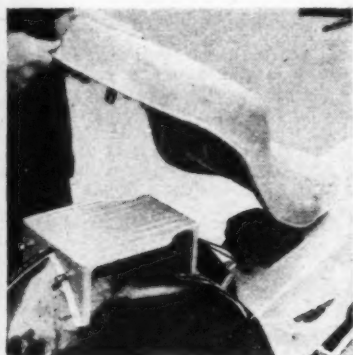
After nightfall the beam thrown by the new 6in-diameter Miller headlamp ensured that normal cruising speeds could be

maintained. A feature is a metal shroud for the bulb to reduce dazzle.

No change has been made in the extensive weather protection of the machine. Inevitably, rain fell during part of the test but the rain merely served to demonstrate how snug the rider of an LE can be, shielded as he is by the generous mudguards, the legshields and footboards. As before, a compartment in the main frame pressing ahead of the petrol tank houses the tool kit and provides room for such oddments as a spare pair of gloves—even for a rolled-up pair of lightweight overtrousers. Incidentally, the tool-kit spanners are high-quality, cadmium-plated forgings and the screwdriver is a workmanlike tool with a plastic handle bearing the name of one of the country's best-known makers.

At the end of the test the power unit remained as completely oiltight as it was when the machine was taken over. Very little road filth marred the smart appearance of the model, and a quick wash-down brought the machine back to showroom condition in a timed two minutes flat! Offered at extra cost is a range of two-tone finishes in grey and blue, grey and light green, grey and polychromatic dark green; the particular model tested was in the last-named colours and very effective they looked.

Many owners of the LE develop such a lasting affection for their mounts that they have, for instance, a thriving club of their own. It is safe to prophesy that the Mark III model will be even better loved.



Left: The seat hinges forward to give access to the battery. Below: Highlight features are a horizontally opposed twin-cylinder engine and shaft-drive

INFORMATION PANEL

SPECIFICATION

ENGINE: 192 c.c. (50 x 49mm) water-cooled, side-valve, horizontally-opposed twin. Tin-flashed, lead-bronze shell big-end bearings; crank-shaft supported in lead-bronze bearings. Light-alloy cylinder heads. Compression ratio, 7 to 1. Pressure-feed, wet-sump lubrication.

CARBURETTOR: Amal Monobloc type 363, with twistgrip throttle control; air silencer and filter; rod-operated strangler.

IGNITION and LIGHTING: Miller 6-volt, 42-watt alternator with automatic ignition advance and emergency-start circuit. Rectifier-and-battery lighting; 13-amp-hour Excide or Varley battery. 6in diameter Miller headlamp with pre-focus light unit and bulb shroud.

TRANSMISSION: Four-speed gear box in unit with engine; positive-stop foot control. Gear ratios: bottom, 20.4 to 1; second, 13.3 to 1; third, 9.82 to 1; top, 7.25 to 1. Helical-gear primary drive; final drive by shaft and spiral bevel gears. Three-plate clutch with bonded-on, asbestos-base friction material. Engine r.p.m. at 30 m.p.h. in top gear, 3,000.

FUEL TANK CAPACITY: 1½ gallons.

TYRES: Dunlop 3.25 x 18in, ribbed front, studded rear.

BRAKES: 5in diameter front and rear.

SUSPENSION: Telescopic front fork, spring controlled. Pivoted rear fork employing coil-spring units adjustable for load by angular variation.

WHEELBASE: 51½in unladen. Ground clearance, 5in unladen.

SEAT: Velocette two-level dual-seat. Unladen height, 28½in.

WEIGHT: 270 lb, including approximately 1 gallon of petrol.

PRICE: £162 10s; with purchase tax (in Great Britain only), £202 14s 5d. Extras: dual-seat, £3 3s (plus 3s 7d p.t.); two-colour finish, £3 5s (plus 16s 1d p.t.).

ROAD TAX: £1 17s 6d a year.

MAKERS: Veloce, Ltd., York Road, Hall Green, Birmingham, 28.

DESCRIPTION: The Motor Cycle, 9 January 1958.

PERFORMANCE DATA

MEAN MAXIMUM SPEED: Bottom: 29 m.p.h.
Second: 40 m.p.h.
Third: 49 m.p.h.
Top: 53 m.p.h.

HIGHEST ONE-WAY SPEED: 56 m.p.h. (conditions: light following wind, rider bulkily clad).

MEAN ACCELERATION: 10-20 m.p.h. 20-30 m.p.h. 30-40 m.p.h.
Bottom ... 2.8 sec — —
Second ... 3.4 sec 4.0 sec 7.0 sec
Third ... — 4.6 sec 7.2 sec
Top ... 7.8 sec — 9.0 sec

Mean speed at end of quarter-mile from rest: 48 m.p.h.

Mean time to cover standing quarter-mile: 25.4 sec.

PETROL CONSUMPTION: At 30 m.p.h., 116 m.p.g.; at 40 m.p.h., 96 m.p.g.; at 50 m.p.h., 80 m.p.g.

BRAKING: From 30 m.p.h. to rest, 32ft (surface, dry tarmac).

TURNING CIRCLE: 13ft 4in.

MINIMUM NON-SNATCH SPEED: 12 m.p.h. in top gear.

WEIGHT PER C.C.: 1.41 lb.

Letters to the Editor

Avon Streamliner fairings are now available for the Triumph Twenty-One. The de luxe model shown costs £42 7s 6d (including £2 10s for the two-tone finish). Standard version is £29 15s



Down in Cornwall

Advice to Holiday Makers from a Cornishman

HAVING read your very interesting and informative holiday number, may I offer a few words of advice to readers who may be coming to Cornwall for their holidays? As a Cornishman I say sincerely, "We welcome you." Catering for visitors is the industry of many in Cornwall. However, please do not treat us like country yokels as portrayed in music-hall sketches; if you make friends with a Cornishman you have a true friend for life.

Most of the beauty spots are away from main roads and the approaches to many are both narrow and steep. So please drive accordingly and park where requested, even if you are in the heart of the country. It should be remembered that the farmer's working day is long and busy and that the haphazard parking of vehicles in gateways and drives may cause delay.

Those who intend to go bathing should check that the warning flags are not flying and heed the advice of local people on tides and currents. Lives have been lost needlessly through failure to take these elementary precautions. Budding commandos should be warned that the cliff faces are steeper than they look. Those who go exploring among the rocks and caves should watch for the incoming tide or they may be cut off. The station officer of the Newquay Fire Service alone has carried out 116 cliff rescues in the Newquay area during the past few years—rescues of people stuck half-way up cliff faces and of others marooned in coves with the sea swirling around them.

Finally, a few more dos and don'ts: keep gates closed, avoid damaging hedges and crops, be especially careful with fires and remember that others, too, will want to enjoy the beauty of the countryside, so please do not leave a trail of litter. With that may I wish good holidaying to all. DENNIS G. HENDERSON
Wadebridge, Cornwall.

To the Head of the Queue

Support for the Practice in New Car Film

I WAS delighted to read your leading article on the question of solo riders filtering to the front at traffic halts; congratulations on putting the matter in its proper perspective. Ever since I made my film "Rode Safely," unthinking motorist members of the audience have frequently asked me why I did not put in something about "this dangerous practice." I have always replied that, in the first place, I have never found it to be dangerous and, secondly, the considerate car driver should not show any feelings of jealousy because the handy two-wheeler is able to filter to the front.

If the car driver pulls up well to the left, then there is ample room in most cases for a solo to overtake on the right; if the driver does not pull into the left, then he is indicating by the position of his vehicle that he does not intend to turn left but is leaving a space for those who may wish to do so. I feel that it is the car driver rather than the motor cyclist who needs instruction on this point and I have accordingly dealt with it fully in my car film, "Steering Clear"—the car drivers' version of "Rode Safely."

E. LAMBERT
Liverpool, 1. (Managing Director, Victor Horsman, Ltd.)

A Top-gear Outfit

Experiences with a Side-valve 1,140 c.c. Vee-twin

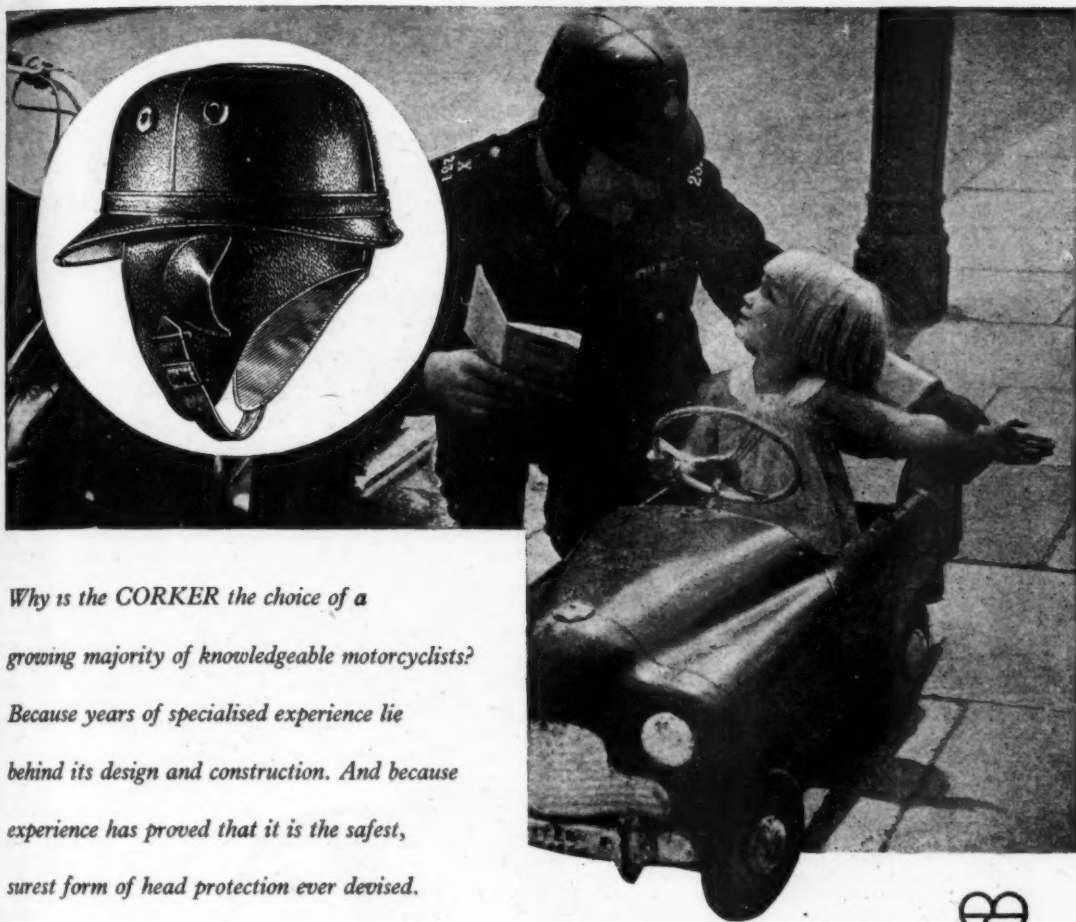
BEING the owner of a 1938 Royal Enfield 1,140 c.c. side-valve KX sidecar outfit, I read with interest "Nitor's" piece entitled "Spit and Polish" (April 24). My machine has never been surveyed through that roseate haze which envelops so many big-twin owners and it gets none of the loving care which Mr. Nash appears to lavish on his outfit. A bare minimum of maintenance and a hard life is its portion. I cannot complain of its performance though I thought little of the hand gear change and foot-operated clutch set-up at first; however, a few miles on the road altered my opinion. Changes can be made every bit as slickly as with the more orthodox foot lever but to all intents and purposes my bus is a top-gear machine. Fully loaded it will pull without snatch its top-gear ratio of 4.3 to 1 from 10 to 60-plus m.p.h.

The pressed-steel front fork has extremely long travel and the fork spring is the only one I've seen that gives a decent static-load position with the outfit fully loaded. When running light, however, the fork tends to top. The steering could not be bettered. It is light and positive at all speeds and loadings—in marked contrast to a much-publicized 1958 sidecar job I tested some weeks ago. The Royal Enfield sidecar chassis seems rather light and flexes a good deal when cornering hard but it is well up to its job and has never lost its alignment in spite of heavy overloading.

On two separate occasions I took the old wuffler to Coventry and back (in one day), a distance of about 450 miles, doing 48 m.p.g. and averaging just under 40 m.p.h. exclusive of stops for food. Runs to the outskirts of Glasgow and Edinburgh are normally accomplished in top gear all the way and, even when the outfit is fully loaded, Soutra and Carter Bar are taken in its stride. Strong headwinds need not affect the average speed at all but one pays in extra petrol consumption.

The engine is absolutely trouble-free and looks the most com-

Experience counts



Why is the CORKER the choice of a growing majority of knowledgeable motorcyclists? Because years of specialised experience lie behind its design and construction. And because experience has proved that it is the safest, surest form of head protection ever devised.

The shell of the CORKER is made of continuous filament heavy gauge nylon, bonded by high tenacity resin to fibre-glass mat. Add the unequalled shock-absorbing properties of cork and you have a helmet of incredible toughness—highly resilient under impact and completely unshatterable.

Every Corker carries the new British Standards Institution Mark.



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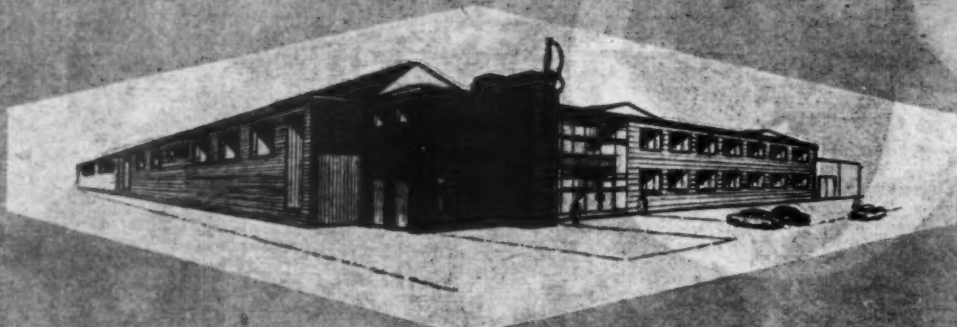
The CORKER

for safety's sake—wear a CORKER

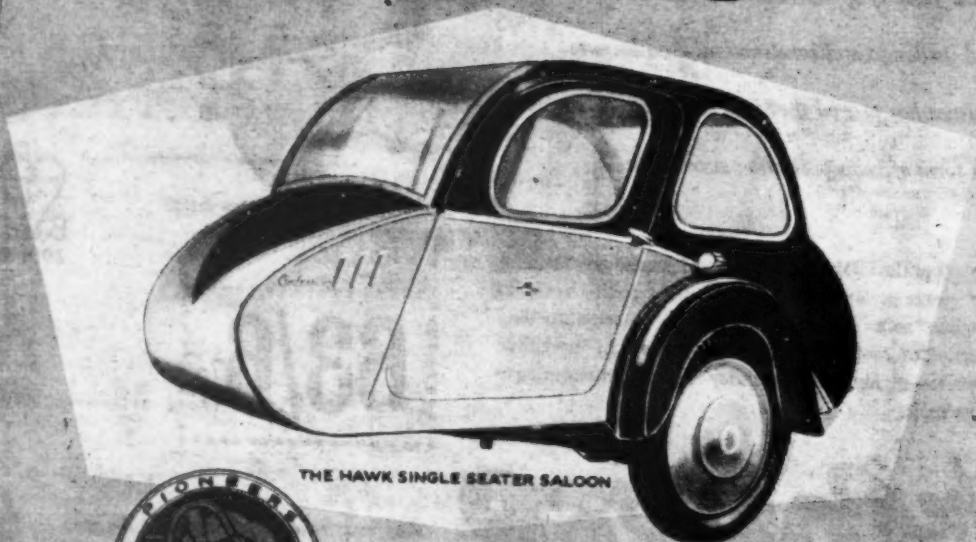
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fact and least bitty of all the old big twins. However, lest anyone thinks the rosy haze is enveloping me I'll mention that the front-wheel bearings last no time at all and to get at the rear plug and the carburettor involves taking off the tank. The spares situation is bad though Albion give good service on gearbox parts. The manufacturers cannot help: no doubt their present idea of a big twin stops at 700 c.c. My machine's sprockets are hooking and the exhaust system is near collapsing, but it's still a grand old bike and I would not part with it for anything—except money!

E. W. HOY

Morpeth, Northumberland.

Suspicious Unfounded

"A Large, Cheerful-looking Individual..."

READING of R. Mabbett's encounter with suspicious police officers (May 1) recalled a similar experience of mine some years ago. I was riding from Oxford to London on a 1947 Speed Twin—then some two years old and which I had purchased only that day—when the rear tyre burst as I climbed the steep hill outside Stockenchurch.

Coming to a very shaky halt, I saw that the tyre and tube were beyond repair. In any case I had no tools with me and no pump. So I rode on the rim for some 20 miles, being refused attention at every garage along the way until I reached Hayes End where a small motor-cycle dealer agreed to fit a new tyre and tube. I then discovered that I had only £2 on me!

Leaving the machine with him overnight, I proceeded by bus to my destination and returned next day to Hayes End to find nothing had been done. Standing by the machine was a large, cheerful-looking individual in civilian dress. He engaged me in conversation and began asking a series of searching questions which at first startled and then annoyed me. On my telling him to buzz off he produced a card which showed he was a detective sergeant and he told me that I was believed to be in possession of a motor cycle that was not my property. It seems that the dealer had been suspicious of the registration number—EY 8414—which in his view was a pre-war number on a post-war machine; so he had rung up the police.

Like Mr. Mabbett, I had no licence or insurance on me but fortunately I had the receipt issued on the previous day by the dealer from whom I had bought the machine. Unlike Mr. Mabbett's case, though, neither the small dealer nor the police officer had the grace to apologise. And I left the place with my tyre and tube still unrepaired!

D. H. THOMPSON

Oxford.

Symptoms of Seizure

When an Outfit was Driven Hard Up Hill

YOUR feature "Question and Answer" (April 24) included a letter from G. J. Preston who described what appeared to be a temporary seizure with a loud knocking sound when driving his outfit hard. A friend and I had this experience when my sidacar outfit was being driven hard up hill. It proved to be a sticking exhaust valve. The cure was to decoke more often, paying special attention to the carbon deposit around the valve stems, and use a double dose of upper-cylinder lubricant.

E. G. STOCKWIN

Solihull, Warwicks.

Pioneer Machines

Jim Sheldon Makes Some Pertinent Points

VIVIAN F. SMITH'S comments on the Pioneer Run to Brighton (April 10) are of much interest. Mind you, it is the Sunbeam Club's affair since the club organizes the event, but I see the problem like this, at least for the very early machines of Class One, i.e., machines manufactured up to 1904.

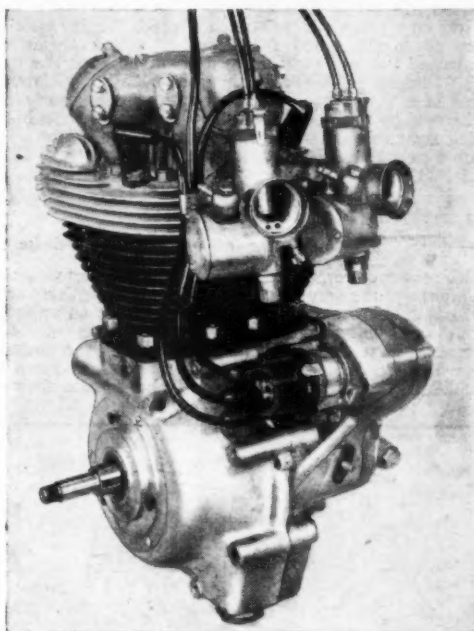
First we have the absolute purist like Mr. Smith with his machine of strictly original design, even down to its surface carburettor and single-lever control, or Mr. Sloan with his first throttle lever mounted on the carburettor, with no control cable, for it would be out of period. Secondly, the modified model with an elderly spray carburettor, much control cable and even one of the first magnetos, all permissible in Class One but often looking oddly out of period on some of the better-known machines of the day. Contemporary modifications are ever

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

difficult ground. Thirdly there is the deliberate fake with the induction tube leading from what looks like a surface carburettor but which in fact contains a very modern gasworks. Alas, this last seems to me to miss the whole point of the very real interest in veteran machines today.

To save "Ixion" penning a paragraph to the effect that one early machine had a spray carburettor enclosed in the tank I had better add that we are already aware of it and, though I may have been misinformed, I was under the impression that the original was not a G.P. Amal.

In closing, it has always surprised me that Mr. Smith and his



As mentioned in last week's issue twin-carburettor versions of Norton 497 and 597 c.c. Dominator twins are now listed. The carburettors are lin-choke Amals

friends have not thought of wandering happily to Brighton with their lovely old Class One veterans on the autumn afternoon of that Saturday before the run which commemorates the first Brighton trip in 1896—just to compare their machines and to associate if possible with the organization there for kindred devices on the following day. I am not suggesting a run in opposition to the Sunbeam Club's event but just a spontaneous exhibition of enthusiasm for the true veterans of the very early days.

J. A. SHELDON

Aberdeen.

Conversion to Noped

Astounding Results with a Modified Autocycle

I REALLY must disagree with "Ixion" regarding his remarks about mopeds and noped (May 1). Last year I was given what could only be described as a pile of rust, but it turned out to be an early single-gear autocycle with a 98 c.c. Villiers engine. In spite of the engine's capacity I think we can consider that the machine was about equal to some of the present-day two-speed or three-speed 50 c.c. mopeds as its top speed was then about 25 m.p.h. That was all very well for the complete greenhorn I then was, but not for long. So I removed the heavy assembly consisting of pedals, chainwheel, chain and freewheel

sprocket, brazed on some footrests and shaved a wee bit off the cylinder head to raise the compression ratio. Lo, to date 53 m.p.h. is the lightened machine's highest timed speed. The gear ratio and everything else is standard. True, the model needs a run-and-bump start but I am willing to bet that it would beat any other two-stroke of up to 125 c.c. up Reigate Hill or any other you might care to name.

London, S.W.17.

Police Behaviour

Unfavourable Impression Created in Cyprus

FURTHER to the letter from "Speed Twin" in your issue for March 27, I have a great respect for the police in U.K. and think that they set a very good example when on the road. Not so, I'm sorry to say, out here in Cyprus. One instance occurred just a few days ago.

I was on a pretty decent stretch of road, keeping up a steady 55 to 60 m.p.h., when I observed a village ahead. As I approached I slowed right down to 30 m.p.h. (just like the sign says). Imagine my surprise when about half way through the village in a very narrow, cobbled street I was nearly pushed off the road by two police Land-Rovers, hooters going like mad, belting right through at a good 60 m.p.h., no doubt trying to set up a new Limassol-Nicosia speed record.

B.F.P.O. 53.

The Fastest Standard Roadster

"Quite a Long List of Faults . . ."

THE recent correspondence about Vincent performance has interested me very much. I do feel, however, that some of the Black Shadow and Rapide enthusiasts take an unjustifiably scornful and lofty attitude towards the riders of "lesser" machines. First let me say that I have been the enthusiastic owner of three Rapides—one pre-war Series A and two Series C models. I am the first to admit and admire their many



good qualities. For sheer maximum speed, acceleration and pulling a sidecar I am sure they have no equal and the big vee-twin engine is very smooth and effortless though I think unreasonably noisy mechanically.

However, to my mind there is quite a long list of faults in the machine which its admirers either do not notice or gloss over and which the makers never seemed ready to do much about.

First, the "superb handling." On a straight road I agree that nothing could feel safer, but the twins were not nearly so happy on corners and were clumsy to handle in traffic, a failing made worse by a very sudden clutch and indifferent gear change.

The brakes are also often praised as the best yet. When introduced some 20 years ago I am sure they were a great

"Will you take it back? She'd rather have a set of piston rings for her scooter"



advance but I think some of the modern full-width hubs with a central brake are better at the front. Of the Vincent rear brake the less said the better: why two drums were necessary to produce such a feeble result is beyond my understanding!

It has always seemed to me significant that even in their heyday the big Vincents were never much faster in the Clubman's T.T. than contemporary five-hundreds (and in some cases slower than the fastest three-fifties), let alone modern high-performance six-hundred and six-fifty twins or Gold Star B.S.A.s with plastic motifs! The Vincent gave me the impression of a potentially great machine which was never developed to a state of perfection.

Birmingham, 29.

B. C. CALVERLEY

The Driving Test

No Appreciation of the Other Man's Viewpoint

I WOULD like to see an alteration to the existing driving test. For some time it has been very obvious to me that two sections of road users, namely car drivers and motor cyclists, do not appreciate the requirements of the other. Therefore until each has passed a test in both sections—the car driver on a motor cycle and the motor cyclist in a car—he should continue to display L plates.

I am 18 years old and have owned two motor cycles. My present machine is a B31 and I have not driven a motor car. London, E.4.

G. R. TAYLOR

The Machine Caught Fire

A Harassed Reader Seeks Advice

WHEN one of the carburettors of my Vincent Rapide flooded accidentally before starting, I followed the recommended practice: "Open the throttle wide, raise the exhaust-valve lifter and kick the engine over several times." But having kicked over the engine once I heard a faint sound beneath me. Then I saw flames licking around the side of the petrol tank and I instinctively pushed my gloved hand over the carburettor bell mouth which extinguished the flame. As my machine was parked among a large number of other motor cycles at the time, I think the situation might have been grave had I been astride a machine with the carburettor beneath the petrol tank where I would not have noticed the flames or been able to extinguish them so easily. May I ask for the advice and experiences of other readers? I shall certainly never repeat the process without removing the plug leads.

I can recall only one previous mention in your columns of a motor cycle catching fire, when the writer advocated pushing the machine in gear with the clutch home. Even supposing I had not been hampered by the presence of other machines, such would have been beyond my physical capabilities as I am no 18-stone gorilla and the ground was extremely slippery.

Southampton.

A. TELEKI



SCOTTISH 6 DAYS TRIAL

BEST INDIVIDUAL PERFORMANCE
(J. R. ALEXANDER CHALLENGE TROPHY)

'The Motor Cycle' Photo.

AND

BEST PERFORMANCE

350 c.c. CLASS

G. L. JACKSON

347 A.J.S.

(Subject to official confirmation)



G. L. Jackson
in action during
the Trial.

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BEST PERFORMANCE OVER 350 c.c. SOLO CLASS

★ ARIEL

S. H. Miller

BEST PERFORMANCE 201-250 c.c. CLASS

GREEVES B. G. Stonebridge

BOTH USING



(Subject to official confirmation)

★ ALSO USING SHELL X-100 MOTOR OIL

Price List of New Sidecars



British Total Price £ s d

BLACKNELL

| | |
|--|----------|
| Safety 2 d.a. saloon | 128 3 8 |
| Safety 1½ c.a. saloon | 121 6 5 |
| San Remo d.a. saloon | 119 18 4 |
| With brake | 125 10 7 |
| Family Favourite d.a. saloon | 115 14 1 |
| Cob s.s. open tourer | 79 16 9 |
| Queen B s.s. open tourer | 63 5 0 |
| Gnat s.s. open tourer | 57 12 8 |
| Scotabox commercial box | 43 0 0 |
| Safety Mk. I chassis (for Safety 2 and 1½) | 39 19 5 |
| Brake | 10 10 0 |
| Sprung-wheel conversion | 8 0 0 |
| Brake and sprung-wheel conversion | 17 0 0 |
| Safety Mk. 2 chassis (for Family Favourite) | 43 7 0 |
| Brake | 4 10 0 |
| Junior Safety chassis (for Cob) | 32 6 2 |
| Lightweight chassis (for Queen B, Gnat and Scotabox) | 30 17 6 |

B.S.A.

| | |
|-------------------|---------|
| 22/47 s.s. tourer | 84 7 11 |
| 22/54 s.s. saloon | 87 16 6 |
| 23/51 c.a. saloon | 92 12 7 |
| No. 22 chassis | 30 17 6 |
| No. 23 chassis | 32 5 0 |

BUSMAR

| | |
|-------------------------|----------|
| York d.a. saloon | 116 0 0 |
| Lancaster c.a. saloon | 110 10 0 |
| Astral d.a. saloon | 117 10 0 |
| Devon c.a. saloon | 98 0 0 |
| Lincoln s.s. saloon | 99 0 0 |
| Asstralette s.s. saloon | 99 10 0 |
| Chassis | 37 0 0 |
| Brake | 5 12 3 |
| Gregoire springing | 8 17 6 |

CANTERBURY

| | |
|-------------------------------------|----------|
| Sportsmobile d.a. sports | 126 10 2 |
| New Carmobile three-seat saloon | 130 7 1 |
| Hawk s.s. saloon | 96 11 1 |
| Eagle d.a. saloon | 116 1 3 |
| Venom occasional d.a. saloon | 100 0 9 |
| The foregoing are on GMC9A chassis. | |
| Demon s.s. saloon on GMC8 | 65 19 9 |
| Carmobile Mk. I | 89 14 7 |
| Avenger occasional d.a. saloon | 59 8 3 |
| Valiant c.a. saloon | 39 1 4 |
| Challenger s.s. saloon | 55 18 6 |
| Conqueror d.a. saloon | 70 8 11 |
| Victor c.a. saloon | 65 13 8 |
| Lightweight commercial box | 42 8 6 |
| Competition | 85 15 3 |
| GMC3A chassis | 39 16 8 |
| GMC6A chassis | 41 16 6 |
| GMC7A chassis | 44 7 4 |
| Disc wheel with brake | 6 16 1 |
| Brake | 6 1 1 |
| Disc wheel | 1 11 3 |

C.M.

| | |
|-------------------------------------|----------|
| Paramount c.a. saloon on A2 chassis | 145 10 0 |
| Airflow s.s. sports on A3 chassis | 115 4 9 |
| Brake | 7 15 6 |

GARRARD

| | |
|---|---------|
| Grand Prix s.s. sports | 96 13 8 |
| Mono-Twin two-seater | 140 0 0 |
| S90 Sports | 110 0 0 |
| S90 Drophead | 140 0 0 |
| Mono-Box (motor-cycle model) | 65 0 0 |
| Mono-Box (scooter model) | 63 0 0 |
| Mk. 4 lightweight chassis with sprung wheel | 39 18 8 |
| Mk. 6 heavyweight chassis with sprung wheel | 44 18 6 |
| Brake | 9 7 2 |

HILLSBOROUGH

| | |
|----------------------|---------|
| Regent c.a. saloon | 94 9 10 |
| Lonsdale d.a. saloon | 103 4 6 |

British Total Price £ s d

| | |
|----------------------|---------|
| Cotswold s.s. saloon | 85 15 2 |
| Rivlin c.a. saloon | 81 14 2 |
| Derwent c.a. saloon | 94 9 10 |
| Rigid chassis | 39 3 0 |
| Springer chassis | 44 1 3 |
| Brake | 8 11 8 |

P.M.B.

| | |
|------------------------|----------|
| Adventurer c.a. saloon | 150 19 8 |
|------------------------|----------|

RANKIN

| | |
|---------------------------|---------|
| Watford c.a. saloon | 36 3 7 |
| Liford s.s. saloon | 34 10 7 |
| Bidford d.a. saloon | 51 15 5 |
| Cranford c.a. saloon | 46 3 2 |
| Watsonian VG21 chassis | 36 10 0 |
| Watsonian Kwikfit chassis | 42 10 0 |
| Brake | 5 10 0 |
| Sprung wheel | 5 10 0 |

RAVEN

| | |
|--|---------|
| Victor d.a. saloon | 44 18 3 |
| Hertford de Luxe c.a. saloon | 38 13 6 |
| Hertford c.a. saloon | 34 18 7 |
| Essex c.a. saloon | 41 3 5 |
| Grange s.s. saloon | 32 8 9 |
| Cadmire s.s. sports | 22 9 2 |
| Ashby de Luxe occasional three-seat saloon | 62 7 6 |

STEIB

| | |
|--|----------|
| RS1 for scooters | 89 13 11 |
| RS2 for scooters | 97 6 1 |
| LS200 s.s. open | 74 4 6 |
| S250 s.s. open | 88 17 8 |
| S350 s.s. sports | 83 17 11 |
| S501 s.s. sports | 97 12 4 |
| TR503 s.s. sports | 110 14 3 |
| Single-seat Tourer for Lambretta scooter | 69 0 5 |
| Commercial Box for Lambretta scooter | 52 10 0 |

STREAMLINE

| | |
|--------------------|---------|
| Regal d.a. saloon | 57 7 8 |
| Renown s.s. saloon | 39 9 11 |
| Royal c.a. saloon | 36 11 6 |

SURREY

| | |
|-----------------------------|----------|
| Camberley three-seat saloon | 124 15 0 |
| Rambler scooter saloon | 66 14 2 |
| Rambler de Luxe s.s. saloon | 66 14 2 |
| Scooter Box | 42 10 0 |

British Total Price £ s d

| | |
|-----------------|---------|
| Lightweight Box | 42 10 0 |
| Syvan caravan | 139 0 0 |
| Scooter chassis | 28 0 7 |
| SCI chassis | 28 0 7 |

SWALLOW

| | |
|----------------------------|----------|
| Vulcan Mk 2 d.a. saloon | 115 0 0 |
| Comet Mk 2 c.a. saloon | 100 0 0 |
| Tudor s.s. saloon | 97 10 0 |
| Jet 80 Mk 2 s.s. sports | 107 10 0 |
| Sprite Scooter s.s. saloon | 68 10 0 |
| Swift Scooter s.s. sports | 67 0 0 |
| Scooter Box | 39 10 0 |
| Commercial Box | 52 16 8 |
| Velvet chassis | 37 10 0 |
| Pathfinder chassis | 37 10 0 |
| S.W. chassis | 24 0 0 |
| Brake | 5 10 0 |

WATSONIAN

| | |
|---|----------|
| Windor s.s. tourer on LX chassis | 51 10 0 |
| Marlow s.s. sports on LG Mk I chassis | 60 10 0 |
| Eton s.s. saloon on LG Mk I chassis | 62 10 0 |
| Avon s.s. sports on VG21 chassis | 78 10 0 |
| Monaco s.s. sports | 139 0 0 |
| Monarch s.s. tourer on VG21 chassis | 86 0 0 |
| Ascot s.s. saloon on VG21 chassis | 97 10 0 |
| Light Maxstoke c.a. saloon on LG Mk I chassis | 79 0 0 |
| Maxstoke c.a. saloon on VG21 chassis | 97 10 0 |
| Cambridge d.a. saloon on VG21 chassis | 116 10 0 |
| Bambini scooter on SC chassis | 79 10 0 |
| Bambox carrier on SC chassis | 55 10 0 |
| Light Box on LG Mk I chassis | 36 10 0 |
| Standard Box on VG21 chassis | 45 0 0 |
| Tropical Box on VG21 chassis | 80 10 0 |
| Commercial Truck on VG21 chassis | 45 10 0 |
| Freight Carrier on VG26 chassis | 60 0 0 |
| SC chassis | 22 10 0 |
| LX chassis | 30 0 0 |
| LG Mk I chassis with coil springs | 32 0 0 |
| LG Mk I chassis with quarter-elliptic springs | 33 10 0 |
| VG21 chassis | 36 10 0 |
| Kwikfit chassis | 42 10 0 |
| VG26 chassis | 43 0 0 |

WESSEX

| | |
|--------------------|-----------|
| Child-adult saloon | 125 19 11 |
| Single-seat tourer | 102 5 11 |

Abbreviations: s.s., single-seater; c.a., child-adult; d.a., double-adult. Prices of Rankin, Raven and Streamline are for bodies only.

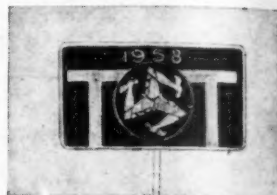
T.T. NOTES AND NEWS

Complete Entry List

First-class Support for all Five T.T. Races

Total of 249 : Many Riders from Abroad

Including 11 Australians



This year's T.T. Supporters' badge.
Price is 2s 6d from the A.C.U.

IN spite of the withdrawal from classic racing of three of Italy's biggest factories—Gilera, Moto-Guzzi and F.B. Mondial—T.T. entries are as healthy as ever. It is true the total of 249 entries is 30 fewer than last year, but that was the golden jubilee meeting and it enjoyed substantial factory support.

Race totals are: Senior 81, Junior 82, Lightweight 250 c.c. 30, Lightweight 125 c.c. 29, and Sidecar 27. Factory nominations total four in the Senior Race, three in the Junior, six in the 250 c.c. event, 10 in the 125 c.c. Race and one (by a sidecar manufacturer) in the Sidecar Race. Except for the last-mentioned entry, which is British, most of the factory nominations are Italian, the remainder coming from Eastern Germany, Western Germany and Czechoslovakia.

The international flavour is by no means slight. Commonwealth and foreign riders (and drivers) are nominated for nearly one-fifth of the entries and they represent no fewer than 12 countries. Australia has the biggest representation with 11 riders.

One of the most enterprising entries made for years is that of Eric Oliver in the Sidecar Race. Four times world's sidecar champion, Oliver retired from racing in 1955. Now he returns to the T.T. driving a fully equipped 497 c.c. Norton model 88 with a Watsonian Monaco chassisless sports-touring sidecar. The Norton will be taken from stock at Oliver's Staines showrooms and tuned to Daytona specification. It will have the twin carburettors and high-compression

pistons announced in *The Motor Cycle* for May 8 but none of the touring equipment (lights, horn, primary chaincase and so on) will be removed.

Oliver's passenger will be Mrs. Patricia Wise, of Staines, and she will remain normally seated in the Monaco at all times.

THE PROGRAMME

Monday, June 2.—Junior (350 c.c.) T.T., 11 a.m. Mountain course, seven laps (264.13 miles).

Wednesday, June 4.—Lightweight 250 c.c. T.T., 10 a.m. Lightweight 125 c.c. T.T., 12.30 p.m. Sidecar (500 c.c.) T.T., 3 p.m. Clypse circuit, 10 laps (107.9 miles).

Friday, June 6.—Senior (500 c.c.) T.T., 11 a.m. Mountain course, seven laps (264.13 miles).

Saturday, June 7 to Saturday, June 14.—Isle of Man International Motor Scooter Rally.

Oliver reckons he will be giving away nearly 40 m.p.h. in top speed to the streamlined B.M.W.s, but his aim is to demonstrate the capabilities of a roadster outfit. Incidental ambitions are not to finish last and to gain a second-class replica.

Of the factory entries, the MV Agusta trio of John Surtees, John Hartle and Remo Venturi for the Senior and Junior Races seems invincible on paper. Venturi

graduated from the lightweight classes this season and showed real ability in finishing second to Surtees in the 500 c.c. Race at Imola. But he is severely handicapped in being a stranger to the tortuous 374-mile Mountain lap. If he fails to make the grade in practice, however, the factory will presumably substitute Terry Shepherd who is still under contract and quite capable of backing up Surtees and Hartle to the hilt.

In view of Geoff Duke's return to form, his factory B.M.W. should be well on the Senior leader board. But Bob McIntyre has more than once put his privateer cat among the factory pigeons and he may well split the foreign multis on his Potts Nortons in both Junior and Senior Races.

MV Agusta riders will start favourites in the Lightweight Races, too; Carlo Ubbiali, Tarquinio Provini and Fortunato Libanori are extremely formidable. But there are five fleet, well-mounted Ducatis in the 125 c.c. event and probably at least three of them will have desmodromic valve gear. Other interesting newcomers are Sammy Miller's two-fifty CZ and a brace of East German MZ two-strokes in each race.

The Sidecar Race seems a cinch for a B.M.W. unless Pip Harris or Cyril Smith can pull out something spectacular.

Senior (500 c.c.) Race

| Rider | Entrant | Machine |
|--------------------------------|-------------------------------------|------------|
| Ahearn, J. (Australia) ... | A.C.C. of Australia ... | Norton |
| Anderson, J. D. (N.Z.) ... | N. Zealand A.C.U. ... | Matchless |
| Anderson, R. H. F. ... | R. Dearden ... | Norton |
| Antram, J. F. (N.Z.) ... | Self ... | 349 A.J.S. |
| Beavers, J. W. ... | Self ... | Norton |
| Brett, J. ... | Slazengers, Ltd. ... | Norton |
| Brown, R. N. (Aust.) ... | A.C.C. of Australia ... | Norton |
| Buchan, J. ... | Denis Parkinson ... | Norton |
| Burt, A. (Aust.) ... | Western Suburbs M.C.C. ... | Matchless |
| Campbell, K. R. (Aust.) ... | R. Dearden ... | Norton |
| Capner, A. R. ... | Self ... | Norton |
| Carr, L. ... | Bob Foster ... | Norton |
| Castellani, B. (S. Africa) ... | Ecurie Sportive ... | Norton |
| Catlin, G. A. ... | John Surtees Developments, Ltd. ... | Norton |
| Chadwick, D. V. ... | Barrow Motor Co., Ltd. ... | Norton |
| Chapman, D. G. ... | R. Dearden ... | Norton |
| Cheers, E. ... | Victor Horsman, Ltd. ... | B.S.A. |
| Clark, D. (S. Africa) ... | R.A.C. of S. Africa ... | Norton |
| Cortiand, R. B. ... | R. Dearden ... | Matchless |
| Costain, G. R. ... | H. N. Fiddament ... | Norton |
| Cottle, V. N. ... | Austin Munks ... | B.M.W. |
| Dale, R. H. ... | Self ... | Norton |
| Draper, K. H. ... | R.A.C. of S. Africa ... | Norton |
| Driver, E. G. (S. Africa) ... | Bayerische Motorenwerke ... | B.M.W. |
| Duke, G. E. ... | Parramatta and D.M.C.C. ... | 349 A.J.S. |
| Dunn, C. A. (Aust.) ... | Self ... | Norton |
| Fay, R. ... | Jenkin and Purser, Ltd. ... | 348 Norton |
| Ferguson, R. (Ireland) ... | Self ... | 348 Norton |
| Findlay, J. (Aust.) ... | Arter Bros., Ltd. ... | Matchless |
| Flury, L. ... | Arter Bros., Ltd. ... | Matchless |

| Rider | Entrant | Machine |
|------------------------------|------------------------------------|------------|
| Hailwood, S. M. B. ... | Ecurie Sportive ... | Norton |
| Haldane, E. M. ... | R. Dearden ... | Norton |
| Hancock, W. C. ... | Len Turner (M. Cycles), Ltd. ... | 348 Norton |
| Hardy, E. V. C. ... | Self ... | Norton |
| Hartle, J. ... | Meccanica Verghera ... | Norton |
| Hempleman, J. G. (N.Z.) ... | Self ... | MV Agusta |
| Higgins, F. J. (N.Z.) ... | Arter Bros., Ltd. ... | Matchless |
| Hinton, E. (Aust.) ... | A.C.C. of Australia ... | Norton |
| Hinton, H. (Aust.) ... | M.C.R.C. of N.S.W. ... | Norton |
| Holmes, W. A. ... | R. Dearden ... | Norton |
| Ingram, R. ... | J. Difazio ... | Norton |
| King, A. ... | Joseph Potts, Ltd. ... | Norton |
| King, R. H. ... | Self ... | Norton |
| Marco, J. R. (U.S.A.) ... | Self ... | 349 A.J.S. |
| McCutchison, N. (N.Z.) ... | New Zealand A.C.U. ... | Norton |
| McGuire, I. (Canada) ... | Canadian M.C.A. ... | Norton |
| McIntyre, R. M. ... | Joseph Potts, Ltd. ... | Norton |
| Minter, D. ... | R. E. Gesson ... | Norton |
| Mizen, W. S. ... | Self ... | Norton |
| Moule, A. E. ... | Colmore Depot, Ltd. ... | Norton |
| Northwood, G. A. ... | Self ... | 348 Norton |
| O'Rourke, M. P. ... | Slazengers, Ltd. ... | Norton |
| Palmer, P. ... | Bill Bancroft ... | Norton |
| Pawson, P. R. (N.Z.) ... | N. Zealand A.C.U. ... | Norton |
| Pennington, G. ... | Self ... | Norton |
| Phillips, T. P. (Aust.) ... | M.C. and Sc. Club of Australia ... | Norton |
| Plews, H. ... | Bill Bancroft ... | Norton |
| Powell, D. T. ... | Lawton and Wilson, Ltd. ... | Norton |
| Purslow, F. ... | Frn Purslow Motor Cycles ... | Norton |
| Redman, J. A. (Rhodesia) ... | R. Dearden ... | Norton |
| Ransen, E. B. ... | Robertson and Hinks ... | 348 Norton |
| Robertson, N. ... | G. Perkins ... | Norton |
| Rowbottom, R. A. ... | G. Perkins ... | Norton |

| Rider | Entrant | Machine |
|-------------------------|-------------------------|------------|
| Rutherford, L. S. | Bermundsey M.C.C. | Matchless |
| Setchell, B. P. | Self | Norton |
| Smith, W. A. | Westminster M.C. Depot | Norton |
| Surtees, J. | Meccanica Verghera | MV Agusta |
| Tanner, G. B. | G. K. Rae | Norton |
| Thomson, R. (Aust.) | M.C.R.C. of N.S.W. | Norton |
| Tompsett, J. L. (Aust.) | Fairfield M.C.C. | 349 A.J.S. |
| Tostevin, K. H. | Self | Norton |
| Trow, A. | Slazengers, Ltd. | Norton |
| Turner, G. J. | Roy Claridge M. Cycle | Norton |
| Venturi, R. (Italy) | Meccanica Verghera | MV Agusta |
| Vigorito, R. (Italy) | Self | Norton |
| Voice, H. A. | Self | Norton |
| Webster, R. J. (Canada) | Canadian M.C.A. | Norton |
| Webster, W. M. | R. Dearden | Norton |
| Wheeler, A. F. | Wheeler Motors of Epsom | Norton |
| Wolff, D. D. (Rhodesia) | S. Rhodesia M.C. | Norton |
| Wood, J. J. | Arter Bros., Ltd. | Matchless |

Junior (350 c.c.) Race

| | | |
|---------------------------|---------------------------------|-----------|
| Ahern, J. (Australia) | A.C.C. of Australia | A.J.S. |
| Alexander, J. | Self | Norton |
| Anderson, J. D. (N.Z.) | New Zealand A.C.U. | A.J.S. |
| Anderson, R. H. F. | R. Dearden | Norton |
| Anstrum, J. F. (N.Z.) | Self | A.J.S. |
| Barnes, J. W. | Self | Norton |
| Brett, J. | Slazengers, Ltd. | Norton |
| Brown, R. N. (Australia) | A.C.C. of Australia | A.J.S. |
| Buchan, J. | Denis Parkinson | Norton |
| Burt, A. (Australia) | Western Suburbs M.C.C. (Aust.) | A.J.S. |
| Campbell, K. R. (Aust.) | R. Dearden | Norton |
| Capner, A. R. | Self | B.S.A. |
| Carr, L. | Bob Foster | A.J.S. |
| Caslin, G. A. | John Surtees Developments, Ltd. | Norton |
| Chadwick, D. V. | Barrow Motor Co., Ltd. | Norton |
| Chapman, D. G. | R. Dearden | Norton |
| Cheers, E. | Victor Horsman, Ltd. | B.S.A. |
| Costain, G. R. | R. Dearden | Norton |
| Cottle, V. W. | H. W. Fiddament | A.J.S. |
| Dale, R. H. | John Surtees Developments, Ltd. | Norton |
| Driver, E. G. (S. Africa) | R.A.C. of S. Africa | Norton |
| Duka, G. E. | R. Dearden | Norton |
| Dunn, C. A. (Australia) | Parramatta M.C.C. | A.J.S. |
| Fay, R. | Self | Norton |
| Ferguson, R. (Ireland) | Jenkin and Purser, Ltd | Norton |
| Findlay, J. (Aust.) | Self | Norton |
| Flury, L. | Arter Bros., Ltd. | A.J.S. |
| Hailwood, S. M. B. | Ecurie Sportive | Norton |
| Haldane, E. H. | R. Dearden | Norton |
| Hancock, W. C. | Len Turner (M. Cycles), Ltd. | Norton |
| Hardy, E. V. C. | Self | Norton |
| Hartle, J. | Meccanica Verghera | MV Agusta |
| Hampelman, J. G. (N.Z.) | Self | Norton |
| Higgins, F. J. (N.Z.) | Arter Bros., Ltd. | A.J.S. |
| Hinton, E. (Aust.) | A.C.C. of Australia | Norton |
| Hinton, H. | M.C.R.C. of N.S.W. | Velocette |
| Holmes, W. A. | R. Dearden | Norton |
| Hewth, A. K. | J. Furneaux Motors | Norton |
| James, K. W. | Marsh and Fry, Ltd. | A.J.S. |
| Jarman, D. | Self | A.J.S. |
| King, A. | Joseph Potts, Ltd. | Norton |
| Langlands, I. R. | Self | A.J.S. |
| Lavington, E. A. | Self | Velocette |
| McCutcheon, N. (N.Z.) | New Zealand A.C.U. | A.J.S. |
| McGuffie, I. | Canadian M.C.A. | A.J.S. |
| McIntyre, R. M. | Joseph Potts, Ltd. | Norton |
| Marcotte, J. R. (U.S.A.) | Self | A.J.S. |
| Minter, D. | R. E. Geeson | Norton |
| Mizen, W. S. | Self | A.J.S. |
| Moule, A. E. | Colmore Depot, Ltd. | Norton |
| Mustard, A. H. | Self | Norton |
| Northwood, G. A. | Self | Norton |
| O'Rourke, M. P. | Slazengers, Ltd. | Norton |

| | | |
|--------------------------|------------------------------|-----------|
| Rider | Entrant | Machine |
| Palmer, P. | Bill Bancroft | A.J.S. |
| Pawson, P. R. (N.Z.) | New Zealand A.C.U. | Norton |
| Phillips, T. (Aust.) | M.C. and Sc. C. of Australia | Norton |
| Plews, H. | Bill Bancroft | Norton |
| Powell, D. T. | Lawton and Wilson, Ltd. | Norton |
| Purslow, F. | Fron Purslow Motor Cycles | Norton |
| Redman, J. A. (Rhodesia) | S. Rhodesia M.C.C. | Norton |
| Ransen, R. B. | R. Dearden | Norton |
| Robertson W. | Robertson and Hinks | Norton |
| Rowbottom, R. A. | G. Perkins | Norton |
| Rutherford, L. S. | Bermundsey M.C.C. | A.J.S. |
| Setchell, B. P. | Self | Norton |
| Siffert, J. (Switz.) | Self | Norton |
| Smith, W. A. | Arter Bros., Ltd. | A.J.S. |
| Son, M. van (Holland) | Self | Norton |
| Surtees, J. | Meccanica Verghera | MV Agusta |
| Tanner, G. B. | G. K. Rae | Norton |
| Thomson, R. (Aust.) | M.C.R.C. of N.S.W. | A.J.S. |
| Tompsett, J. L. (Aust.) | Fairfield M.C.C. | A.J.S. |
| Tostevin, K. H. | Self | Norton |
| Trow, A. | Slazengers, Ltd. | Norton |
| Venturi, R. (Italy) | Meccanica Verghera | MV Agusta |
| Vogelzang, J. (Holland) | Self | Norton |
| Webster, R. J. (Canada) | Canadian M.C.A. | Norton |
| Webster, W. M. | T. S. Shepherd | Norton |
| Wheeler, A. F. | Wheeler Moto's of Epsom | A.J.S. |
| Wolff, D. D. (Rhodesia) | S. Rhodesia M.C.C. | Norton |
| Wood, J. J. | Arter Bros., Ltd. | A.J.S. |
| Young, L. P. | Excel Motor Works | A.J.S. |

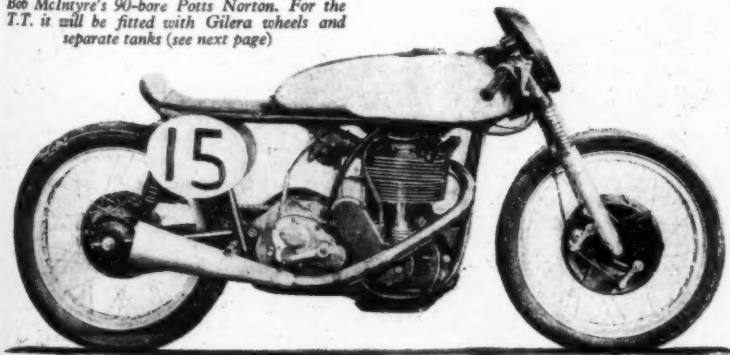
Lightweight 250 c.c. Race

| | | |
|--------------------------|------------------------------|-------------------|
| Andrews, D. | Hills Eng. Works, Ltd. | N.S.U. |
| Brown, R. N. (Aust.) | A.C.C. of Australia | N.S.U. |
| Capner, A. R. | Self | 201 MV Agusta |
| Chadwick, D. V. | Ron Harris | 203 MV Agusta |
| Cope, E. F. | Chas. E. Cope and Sons, Ltd. | Norton |
| Degner, E. (E. Germany) | VEB Motorradwerk | MZ |
| Evans, L. E. | Self | N.S.U. |
| Falk, D. (Germany) | Self | Adler |
| Fugner, H. (E. Germany) | VEB Motorradwerk | MZ |
| Hailwood, S. M. B. | Ecurie Sportive | N.S.U. |
| Henderson, G. | Glen Henderson Motor Cycles | N.S.U. |
| Hinton, H. (Aust.) | M.C.R.C. of N.S.W. | N.S.U. |
| Holmes, W. A. | R. Dearden | Velocette |
| Howth, A. K. | J. Furneaux Motors | Furneaux N.S.U. |
| James, K. W. | Marsh and Fry, Ltd. | M and F Excelsior |
| Jones, A. | Laicester M.C. Auto Sales | Adler |
| Libanori, F. (Italy) | Meccanica Verghera | MV Agusta |
| McCutcheon, N. C. (N.Z.) | Self | N.S.U. |
| Miller, S. H. (Ireland) | Motokov Foreign Trade Corp. | CZ |
| Minter, D. | R. E. Geeson | R.E.G. |
| O'Rourke, M. P. | Self | G.M.S. |
| Pavey, A. S. | N.S.U. Works M.C.C. | N.S.U. |
| Peden, W. | N.S.U. Works M.C.C. | N.S.U. |
| Porter, R. W. | Porters of Spalding | Moto-Guzzi |
| Provine, T. (Italy) | Meccanica Verghera | MV Agusta |
| Purslow, F. | Fron Purslow Motor Cycles | N.S.U. |
| Robb, T. | Hills Eng. Works, Ltd. | N.S.U. |
| Turner, G. J. | Roy Claridge Motor Cycles | Pike-B.S.A. |
| Ubbiali, C. (Italy) | Meccanica Verghera | MV Agusta |
| Wheeler, A. F. | Wheeler Motors of Epsom | F.B. Mondial |

Only rider from the United States, John Marcotte, is riding an A.J.S. in Senior and Junior Races



Bob McIntyre's 90-bore Potts Norton. For the T.T. it will be fitted with Gilera wheels and separate tanks (see next page)



MORE T.T. NEWS

McIntyre's Potts Models

Two Slim, Light Norton Specials : The A.J.S. 7Rs

A GOOD deal of ingenuity has gone into the layout of Bob McIntyre's three-fifty and five-hundred Potts Nortons. It is aimed chiefly at reducing weight, width and height—and, of course, at squeezing a mite more power from the engines. Joe Potts maintains that the models have been laid out primarily for short-circuit racing since Bob's 1958 programme will probably include only two classics: the T.T. and the Ulster Grand Prix. In fact, says Joe, it is not certain that the specials will be raced in the Island in preference to standard Manx models: the specials have proved fast but have so far been handicapped by vibra-

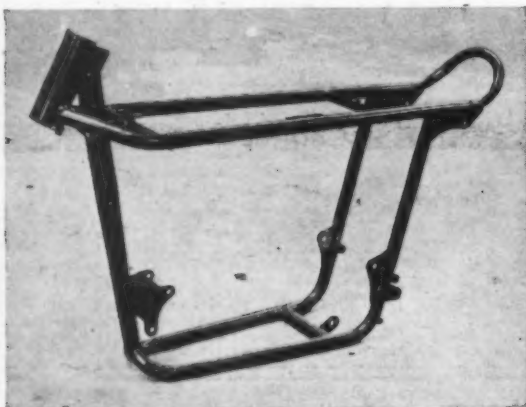
tion and deficient handling on really fast curves. But Bob has put in a lot of work on the specials and is reluctant to revert to standard models. Furthermore, the vibration and rear-wheel slip are both responding to treatment.

Welded in Reynolds .31 tubing of 16 gauge, the frames provide a 2in lower engine mounting and seat height and a 2in shorter wheelbase. But most important of all for cornering is the reduction in width across the footrests to 16½in to prevent grounding. The frames weigh just under 20 lb each and are a variant of the near-universal duplex layout, save that a single front down tube

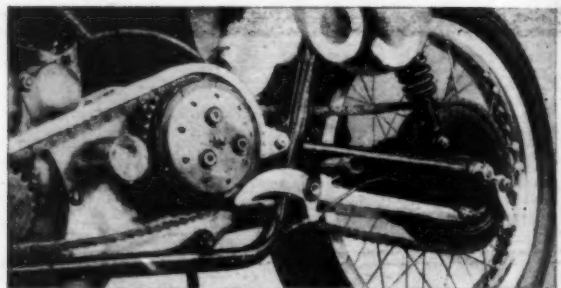
is used, tapering from 1½in diameter at the top to 1¼in at the bottom. Diameter of the duplex tubes is 1¼in.

Coupled by ½in-thick light-alloy plates, the engine and gear box are held in the frame by four bolts only and each bolt performs another function. The front two, which pass through the ears of a box-section lug welded to the down tube, are crankcase clamping bolts; the bottom bolt is the gear-box pivot; and the rear mounting bolt is the ½in diameter pivot for the rear fork.

The principle of using one bolt to do two jobs is evident in many other places. For instance, the front anchor bolt of the rear-brake torque arm also forms the pivot for the light-alloy brake pedal, while the rear torque-arm bolt acts as a stop for the operating cable. Other aids to lightness include the use of aluminium alloy for the gear pedal, chainguard and various nuts and oil unions and the elimination of everything not strictly necessary. A typical example is the twin-feed primary chain oiler. To minimize piping, the container is situated between the two runs of the chain. And no tap is used. Flow is controlled by choice of filler plug: a solid plug prevents flow, a vented plug allows it.



Left: Simplicity and slimness are notable in the Potts Norton frame. Below: The neat chain oiler. Anchor bolts for the brake torque arm act also as pedal pivot and cable stop



Lightweight 125 c.c. Race

| Rider | Entrant | Machine |
|--------------------------|-------------------------------|---------------|
| Allen, D. H. | Self | Mondial |
| Avery, R. A. | Lewis, Ellis and Foster, Ltd. | L.E.F. |
| Baughn, J. | Joseph Ehrlich | E.M.C. |
| Bound, J. G. | Self | Montesa |
| Brown, R. N. (Aust.) | A.C.C. of Australia | MV Agusta |
| Chadwick, D. V. | Ron Harris | MV Agusta |
| Cope, E. F. | Chas. E. Cope and Sons, Ltd. | MZ |
| Daguer, E. (E. Germany) | VEB Motorradwerk | MV Agusta |
| Dickinson, R. J. G. | Aneleys (Blackburn), Ltd. | Montesa |
| Fairchild, S. A. | J. G. Bound | Ducati |
| Ferri, R. (Italy) | Ducati Meccanica | Fruin Special |
| Fruin, H. L. | Self | MZ |
| Fugner, H. (E. Germany) | VEB Motorradwerk | Ducati |
| Spaggiari B. (Italy) | Ducati Meccanica | MV Agusta |
| Hallwood, S. M. B. | Ecurie Sportive | L.C.H. |
| Harfield, L. C. | Totton and D.M.C.C. | MV Agusta |
| Libanori, F. (Italy) | Meccanica Verghera | Ducati |
| Miller, S. H. (Ireland) | Ducati Meccanica | Montesa |
| Moore, D. C. | Moore's | MV Agusta |
| Peden, W. | J. G. Bound | MV Agusta |
| Percival, C. J. | Self | MV Agusta |
| Porter, R. W. | Porters of Spalding | MV Agusta |
| Provini, T. (Italy) | Meccanica Verghera | Ducati |
| Purslow, F. | Ducati Meccanica | Ducati |
| Taveri, L. (Switzerland) | Ducati Meccanica | MV Agusta |
| Thomson, R. (Aust.) | M.C.R.C. of N.S.W. | MV Agusta |
| Ubbiali, C. (Italy) | Meccanica Verghera | MV Agusta |
| Webster, W. M. | W. M. Webster of Crews | MV Agusta |
| Wheeler, A. F. | Wheeler Motors of Epsom | F.B. Mondial |

Sidecar (500 c.c.) Race

| Driver | Entrant | Machine |
|-----------------------------|----------------------------------|----------------|
| Beauvais, M. (France) | Self | Norton |
| Beeton, J. | Rag Cross | Norton |
| Beevers, J. W. | Self | Norton |
| Camathias, F. (Switzerland) | Self | B.M.W. |
| Fath, H. (Germany) | Self | B.M.W. |
| Folwell, T. P. | Self | Matchless |
| Freeman, C. | Freeman's Motor Cycles | Norton |
| Green, B. N. | L. C. Green and Son | Norton |
| Greenwood, O. E. | Arbours Motors | Triumph |
| Harris P. V. | Eric Oliver (Motor Cycles), Ltd. | Norton |
| Marcelli, L. (Italy) | Self | Norton |
| Millard, P. J. | Self | Norton |
| Muhlemann, F. (Switzerland) | Self | B.S.A. |
| Neusner, L. (Germany) | Self | B.M.W. |
| Oliver, E. | Eric Oliver (Motor Cycles), Ltd. | Norton |
| Orfe, G. de | Self | Norton |
| Ritter, A. (Germany) | Self | B.M.W. |
| Robinson, R. A. | E. W. Bowers | Norton |
| Schneider, W. (Germany) | Self | B.M.W. |
| Skein, A. H. | Self | Norton |
| Smith, C. | Watsonian Sidecars, Ltd. | Norton |
| Strub, E. (Switzerland) | Self | B.M.W. |
| Taylor, F. | Denis Parkinson | Norton |
| Walker, E. | E. W. Bowers | W.R. Norton |
| Woollett, P. | Sharp and Woollett Motor Cycles | Norton |
| Young, A. | Croydon M.C. | Norton |
| Young, E. T. | Fred Warami (Motors), Ltd. | E.T.Y. Triumph |

SCOTTISH SIX DAYS' TRIAL

ARIEL

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MANUFACTURERS' TEAM PRIZE

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R. J. LANGSTON

G. S. BLAKESWAY

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LOCHABER CHALLENGE TROPHY

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500 c.c. RED HUNTER

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S. H. MILLER

500 c.c. RED HUNTER

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R. T. WILLIAMS

500 c.c. RED HUNTER

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B. CRAWFORD

500 c.c. RED HUNTER

"The Motor Cycle"
Photo



Sammy Miller
in action on 4th day

THE BEN NEVIS
CHALLENGE QUACH
R. Langstone

THE JIMMY BECK
MEMORIAL CUP
G. S. Blakesway

THE ALLAN HAY MEMORIAL
CHALLENGE TROPHY
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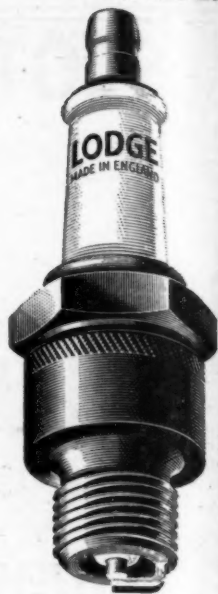
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CHALLENGE TROPHY
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SETON TROPHY—2nd BEST SIDECAR

R. T. Williams 497 c.c. ARIEL

150 c.c. SOLO CLASS TROPHY

J. Tye... 147 c.c. FRANCIS-BARNETT

200 c.c. SOLO CLASS TROPHY

B. G. Stonebridge ... 197 c.c. GREEVES

500 c.c. SOLO CLASS TROPHY

S. H. Miller 497 c.c. ARIEL

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(S. H. Miller, G. S. Blakeway, R. J. Langston)

(Subject to official confirmation)

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The Manx Norton front fork is shortened to give the minimum tyre clearance on full upward deflection and, because of the low machine weight (275 lb for the five-hundred and a few pounds less for the three-fifty), some experiment with spring poundage has been necessary. Manx Norton wheels were used originally, but the three-fifty was recently fitted with a Gilera rear wheel having a two-leading-shoe brake. It is likely that both models will have Gilera wheels front and rear before long and the front wheels will incorporate duplex brakes, each with two leading shoes. Early in the season, tyre sizes were 3.00 x 19in rear and 2.75 x 19in front but now there is a revision to standard (3.50 x 19in rear and 3.00 x 19in front) to prevent side slip on fast bends.

For short-circuit racing oil and petrol are both contained in a composite tank and the screwed filler caps are fitted with modified grease nipples as vents. The fuel-tank vent breathes inward only, the oil-tank vent both ways. Separate fuel and oil tanks are envisaged for the T.T.

Joe Potts has modified the bore and stroke dimensions to 90 x 78mm (496 c.c.) for the larger engine and 78 x 73mm (349 c.c.) for the smaller. (An 80mm-bore three-fifty is being made.) Short connecting rods were machined from solid steel billets and operate on non-standard roller big-end bearings. The flywheels, too, were made in Potts' Bellshill machine shop. They have integral mainshafts and the flanged crankpin is pressed into the drive-side wheel and drawn into the other by a nut which is subsequently cut away. Balance factor variations are being tried in the quest for smoother running. Carburettor downdraught has been increased by about three degrees and port shapes, valve sizes, lift and timing are all to Joe's ideas.

The engines have not yet been developed but are giving a shade more power than standard units. As a result of the extra power and the reduction in machine weight, overall gearing is stepped up half a tooth, i.e., about two per cent.

Desmodromic valve gear and a three-fifty twin are among the long-term plans of Joe Potts and Bob McIntyre, but they

have to earn a living and so shortage of time is their biggest handicap. But persistence, engineering skill and riding ability they do not lack. In spite of Gilera withdrawal from racing, McIntyre is still a man to be watched in the Island.

1958 A.J.S. Racers

IN ITS LATEST FORM the 349 c.c. 7R A.J.S., 25 of which are being built for the 1958 racing season, differs in a number of respects from its predecessors. First of the new models to leave the racing department at Woolwich was for Pete Ferbrache who gained third place on it at Mettet on May 4. Bob Brown is taking over the second model.

Following the A.J.S. policy of giving the private owner the benefit of the previous year's experiments, Jack Williams has made several important changes in the top half of the engine. The downdraught angle of the induction tract has been steepened by 2½ degrees to 14½ which is the limit possible with the existing cam-box layout. Bore of both the carburettor and the tract has been increased by ⅜in to 1⅞in and the shape of the tract has been modified. Also the heat-resisting distance piece between carburettor and head has been increased in thickness from ⅜in to 1⅞in. The previous pillar mounting of the float chamber is replaced by a suspended mounting through a rubber diaphragm.

The exhaust cam gives a higher lift (0.470in as against 0.412in) and has a slightly longer opening period. There have been no changes to the remainder of the cam gear nor to the combustion space in the head, but the piston is higher in the shoulders and flatter in the crown to give a more compact combustion chamber and a small degree of squish without altering the compression ratio.

Result of the modifications has been a worth-while rise in the power output, particularly lower down the usable rev range. The best of last year's engines were giving about 38 b.h.p. at the peak r.p.m. of 7,800, whereas the equivalent figure this year is over 39 b.h.p. An indication of improved combustion is the retarding of the ignition by two degrees.

The crankcase breather was previously embodied in the bolt securing the engine sprocket. Now the sprocket is secured by a nut and the breather is in the form of a radial hole in the mainshaft venting into a recess in a sleeve within the main-bearing housing.

A neater bracket for the primary-chain oiler has been evolved and a Y-piece has been inserted in the feed pipe from the top-tube oil container to take lubricant to the rear chain also. This has been necessitated by the change-over to the A.M.C. gear box, on which the well-known centrifugal oil feed via the gear-box sprocket to the rear chain is not possible.

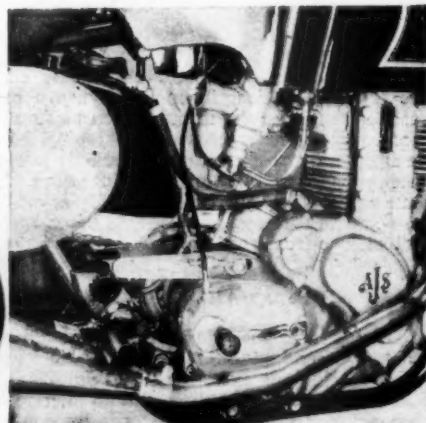
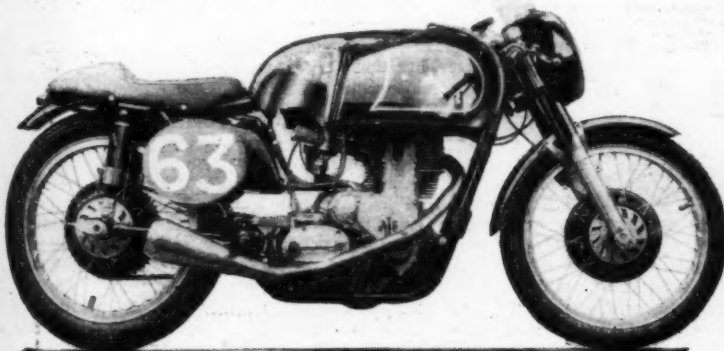
A major change has been made in the method of linking the rear of the crankcase and the top of the gear box to the rear loops of the frame. Formerly the loops were bridged by a curved tube and a light-alloy casting extended forward from it to the crankcase; the casting embodied the gear-box upper mounting point and the chain adjuster. For 1958 a straight tube gusseted to the frame loops is employed and the casting is replaced by two simple Duralumin plates. The result is cleaner appearance, greater strength and less weight and the chain adjuster—on the right—is more accessible.

Hubs, brakes and front and rear forks are unchanged and tyre sizes remain at 2.75 x 19in front and 3.25 x 19in rear on WM1 and WM2 rims respectively. Also unaltered are the petrol tank and clip-on handlebars. The combined front number plate and mounting for screen and rev-meter is a polyester/glass moulding.

The upper attachment of the rear suspension units has been brought farther rearward by extending the channel members welded to the upper rear of the frame loops. Purpose of this change is to bring the legs more nearly at right angles to the rear fork so that a given wheel movement displaces the maximum quantity of fluid in the dampers, thereby ensuring their optimum efficiency.

Seating position is rather lower as a result of a reduction in the thickness of the padding. Further weight has been saved by lowering the hump at the back of the seat.

The modified seat and more nearly vertical suspension legs of the 1958 7R A.J.S. are clearly shown in the picture below. Right: Carburettor downdraught angle has been steepened and Duralumin plates between engine and rear frame replace the earlier light-alloy casting



On the Four Winds

By "NITOR"

MAYORAL SUPPORT

Scarborough's road-race meeting on June 13 and 14 comes at the end of the Dutch Festival week to cement a link between the town and the people of the Netherlands. Plans include visits by dancers and other entertainers, displays of Dutch products and a carnival with a Dutch emphasis. I was introduced to the plans at a party in London attended by Netherlands representatives and at the same time discovered at least one reason why Scarborough offers a cordial welcome to motor cyclists. The Mayor, Councillor R. P. Robinson, has held a driving licence for nearly 50 years and was an ardent motor cyclist before the first world war. He rode Trump-J.A.P.s and Rex machines in M.C.C. trials and was a joint-secretary of the Surrey Motor Club. Car competition work was another of his activities. Among his contemporaries in his various events were Bill Morris (now Lord Nuffield) and (now Sir) Miles Thomas. Councillor Robinson has a twinkle in his eye when he recalls the fun he had on two-wheelers in the years when every run was an adventure. Hence his pride in the Oliver's Mount circuit and continued support for the race meetings there.

HOLIDAY MONEY

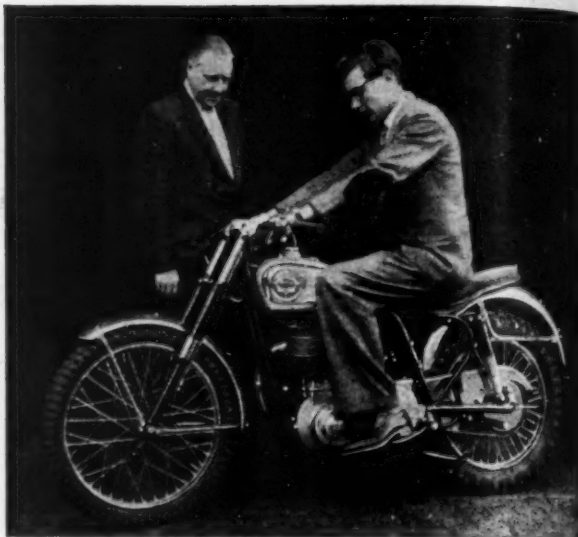
British foreign tourists this year are expected to spend £100 million abroad. How will they take their holiday money—in cash or in travellers' cheques? Most motor cyclists, spending only about £50 of their allowance, will, I imagine, take currency, having bought notes before leaving British soil. The advantage of travellers' cheques is that if they are lost your money is safe. But the disadvantage is that these days you can usually obtain a better exchange rate by buying notes in Britain. This is especially so of French francs and Spanish pesetas. The London rate for francs is around 1,260 to the £ against the official quote of about 1,170; for pesetas 145 as compared with 120. Best plan is to consult a bank or exchange bureau and check the exact differences—making allowance for the charges levied for issuing and cashing travellers' cheques.

TAKE IT EASY...

Top dressing of roads is in full swing. For that reason the British Tar Association has issued a plea, asking all road users to ease the throttle when passing over new surfaces. Fast wheels cause the chippings to fly up, thus damaging the road texture as well as causing a deal of inconvenience to following traffic. So there you are. Accelerate and brake gently, and drive only at moderate knottory on new-laid surfaces, and you will be on the receiving end of blessings from road engineers all over the country.

HOME FROM UGANDA

At present on four months' leave in England (he returns to Uganda in August), Mike Younghusband has just collected a five-hundred B.S.A. from the factory; in scrambles trim, suitable for grass-track and hill-climb meetings in East Africa, it was supplied with an alternative engine and gear box and other odds and ends for conversion to road



Just the job! Mike Younghusband astride his B.S.A. scrambler at the Small Heath factory. He is likely to be seen competing in British scrambles and road races (see "Home from Uganda")

racing. Racing in Kenya and Uganda, reports Mike, is still growing and there are half a dozen Manx Nortons in the area. Native enthusiasm for grass-tracking was almost embarrassing at first, and races were held between ever-narrowing corridors of wildly cheering spectators. A solution has now been found and meetings take place in a pukka stadium, where spectators are held at bay by barricades. Mike intends to put the B.S.A. to work before his return and will probably be seen in scrambles and short-circuit meetings between now and his sailing date.

REAL SCORCHER

Time-honoured custom of the ride-to-work pedal cyclists on returning home is to dump the machine in the hallway or kitchen. And it seems, from the annual report of Stockport's fire-brigade chief, that on transferring to a moped, or adding an auxiliary engine to his bicycle, the erstwhile cyclist simply carries on as before, oblivious to the risk of fire. In one incident attended by the local brigade a motorized cycle had been upended—presumably in order to repair a puncture; as might have been expected, fuel ran out of the tank and when mother opened the oven door—woof! Ring 999! Few people, remarks the officer, would consider bringing a full-size motor cycle into the house; but petrol is petrol, no matter whether the fuel tank is mounted on a rorty five-hundred or a 50 c.c. putt-putt. The model may go like a house on fire—but don't try to prove it!

COVERED TERMINALS? Should horn terminals be rubber-sheathed—like those on, say, an ignition coil? A reader who found his clutch cable short-circuiting the horn terminals the other day feels emphatically that they should. Yet a recent experience of mine rather bends my views towards retaining the terminals bare. The horn stopped working and I was able to see at a glance that one of the terminals had loosened, allowing the wire to escape. I agree that, theoretically anyway, all terminals are better covered. But, on the other hand, I am all for quick diagnosis. I am all for saving the ha'pence wherever possible. I am prepared to compromise.

TRIUMPH

WINS

SCOTTISH SIX DAYS' TRIAL

200 c.c. CLASS

L. A. Ratcliffe (Tiger Cub)

CATALINA

(CALIFORNIA)

OPEN
CLASS

1ST

Bob Sandgren
(Triumph TR6)

for the second year running

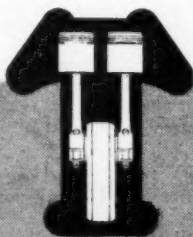
200 c.c.
CLASS

1ST

Don Hawley
(Triumph Tiger Cub)

Tiger Cubs took first seven places

Subject to
Official Confirmation



The Best Motorcycle in the World

TRIUMPH ENGINEERING CO. LTD., COVENTRY

What Do You Know?

Compiled by
RALPH VENABLES

Picture quiz: Why is Jeff Smith's five-hundred B.S.A. scrambler fitted with such a large rear-wheel sprocket? To lower the gearing, to prolong chain life or to strengthen the sprocket?



TWO DOZEN TEASERS TO TEST YOUR KNOWLEDGE OF SCRAMBLING

1. Geoff Ward admits that his style is based on that of a scrambles rider famous in the immediate post-war years. Was it Eddie Bessant, Harold Lines or Jack Stocker?
2. A rider still competing in scrambles today was the first Briton to win the European Moto-Cross Championship. Was it Les Archer, John Draper or Brian Stonebridge?
3. Only once in the history of motorcycle sport have there been seven national scrambles in a period of four weekends. Was that in 1938, 1948 or 1958?
4. Which rider has won most races in the Sunbeam Point-to-Point: Bill Nicholson, Brian Stonebridge or Geoff Ward?
5. A speedway rider has won three races in the Cotswold scrambles. Was it George Newton, Fred Williams or Roger Wise?
6. The first North v. South Scramble took place in 1946. Was it at Aldershot, Horsham or Oxford?
7. A British rider has been first man home in three successive Moto-Cross des Nations. Was he John Draper, Jeff Smith or Geoff Ward?
8. Runner-up to Bill Nicholson in the first national Shrubland Park Scramble (Senior Race) was a well-known trials rider: Tom Ellis, Artie Ratcliffe or Rex Young?
9. Auguste Mingels was individual winner in the first Moto-Cross des Nations (11 years ago). Did he ride B.S.A., Matchless or Triumph?
10. First British rider to complete the 1948 Moto-Cross des Nations was a world-famous trials rider: Jim Alves, Fred Rist or Hugh Viney?
11. Several years ago an international moto-cross team member won the Southern Centre sidecar championship. Was he John Avery, Phil Nex or Geoff Ward?
12. Bill Nicholson won the first English scramble in which he competed. Was it a Sunbeam Point-to-Point, Cotswold Scramble or Lincs Grand National?
13. In 1949 a British rider was declared Moto-Cross Champion of France. Was he Eddie Bessant, Basil Hall or Harold Lines?
14. A last-minute substitute had to be found for Geoff Ward in the 1957 Inter-Centre Team Scramble: John Avery, Joe Johnson or Pat Lamper?
15. A rider who was making a name for himself in scrambles before beginning his National Service was Graham Archer. Is he Les Archer's brother, cousin or uncle?
16. Fred Rist and Rex Young were successful scramblers, but even more successful exponents of another form of racing. Was it on grass-tracks, road circuits or sand?
17. In the 1950 Moto-Cross des Nations one member of the British team was only 17 years old: Graham Beamish, Ken Heanes or David Tye?
18. With Harold Taylor's retirement there will be a new manager for the British team in next year's Moto-Cross des Nations. Will it be Ron Baines, Edward Damadian or Jack Stocker?
19. The Cotswold Scramble (Senior Race) was won on three consecutive occasions by a farmer. Was he Dave Curtis, John Draper or Basil Hall?
20. While serving in the R.A.F., Andy Lee was a member of a manufacturer's team in scrambles. Was it Ariel, B.S.A. or Matchless?
21. The largest entry ever received for a scramble was in the Witley Club's event on Boxing Day, 1956. Was the total 148, 248 or 348?
22. One of the most successful British riders in continental moto-cross shortly after the war was a renowned road racer. Was he Geoff Duke, Bob Foster or Ted Frennd?
23. The first scrambles machine ever used by Basil Hall had a J.A.P. engine. Was it originally tuned by Francis Beart, Eric Fernihough or Victor Horsman?
24. Had there been an A.C.U. Scramble Drivers' Star contest last year, a Birmingham rider would have won by a wide margin. Would he have been Brian Martin, Peter Taft or Jeff Smith?

(Quiz solutions will be found on the last editorial page—No. 616.)

SCOTTISH SIX DAYS' TRIAL

Best Solo Performance
G. L. JACKSON — A.J.S.

Best Sidecar Performance
J. S. OLIVER — B.S.A.

Manufacturers' Team Prize
ARIEL

and **38** out of **41**
special **1st.** class
awards



AINTREE "RED ROSE" TROPHY MEETING

SENIOR

1st.

A. KING — NORTON

JUNIOR

1st.

**A. KING
NORTON**

3rd.

**K. N. PATRICK
NORTON**

ULTRA LIGHTWEIGHT

3rd.

**W. WEBSTER
MV AGUSTA**

DANISH MOTO CROSS GRAND PRIX

Winner — **W. NILSSON — CRESCENT**

(Subject to official confirmation)



NOTHING SUCCEEDS LIKE SUCCESS!

The comfort, safety and complete dependability Dunlop tyres give to the everyday rider stem from experience gained in racing, trials and scrambles. That's why you can, with confidence, fit Dunlop—for *your* kind of riding!

DUNLOP

built better to last longer



Mobil winners

SCOTTISH SIX DAYS' TRIAL

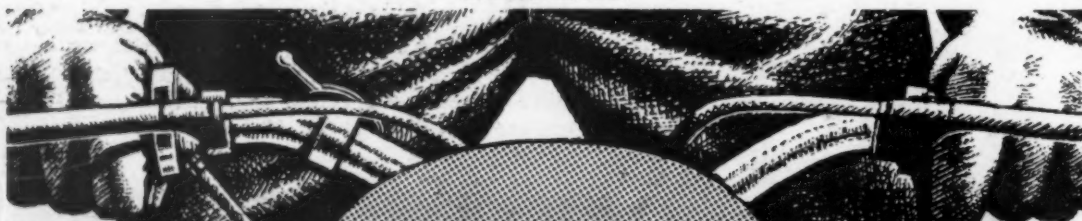
Best Solo Performance

G. L. JACKSON347 A.J.S.

Best Sidecar Performance

J. S. OLIVER499 B.S.A.

(Subject to official confirmation)



Mobilgas • Mobiloil

TWO WINNERS



WHATEVER YOU RIDE

The Methods of the Experts

An Enlightening Parliamentary Exchange : Praise for "The Motor Cycle" Booklet Issued Free to New Riders

LAST week tribute was paid in the House of Commons to something readers of *The Motor Cycle* know well: the series of articles "The Methods of the Experts." What may not be known to readers is the background to the series. However, first the questions and answers in the House:

Mrs. Jean Mann (Soc., Coatbridge and Airdrie) asked the Minister of Transport if he was aware that one examiner for driving tests in Lanarkshire carries addressed postcards to the publishers, Iliffe of London, which he gives to those who fail the test and assures the L. drivers that if they send this postcard for a book entitled "Methods of the Experts" they will then be able to pass their driving test and if this was done with his authority.

Mr. Nugent (Joint Parliamentary Secretary, Ministry of Transport): All waiting rooms at driving test centres hold stock of postcards which applicants can post to get a free copy of this booklet. It gives sound advice on riding a motor cycle and the whole cost of this contribution to road safety is borne by

Iliffes, whose help I gratefully acknowledge.

Mrs. Mann: Would I be wrong in suggesting, on the information supplied to me, that my constituent was asked 10s 6d for his copy? Would that be correct?

Mr. Nugent: It would not be normal practice—not south of the border anyway. I should be glad to see Mrs. Mann's constituent has a free copy if he wants one.

So much for the questions and the answers. As for the background, some years ago the Manufacturers' Association, following discussions with the Ministry of Transport, approached *The Motor Cycle* with a view to our providing material for a booklet which would help newcomers to the game to become experts—enable them to learn from the experience of others instead of the hard way in which the school fees can be high.

We decided that here was something more we could do on behalf of motor cyclists and the pastime. Based on its own wide experience and that of the greatest experts in the land, *The Motor Cycle* produced, free of all charge, a series of special articles entitled

"The Methods of the Experts." These, in an abridged form, were published as a booklet by the Manufacturers' Association and issued with every new motor cycle.

Then, as readers will recall, we published the whole series of articles in full, and illustrated, in *The Motor Cycle* so that all readers should have the benefit. So far, so good, but what about the many future newcomers to the ranks of motor cyclists who would start not on new motor cycles, but on secondhand ones? They might never see the booklet or the articles.

The Ministry of Transport was alive to this. A solution was worked out. *The Motor Cycle* was willing to offer through the driving test centres free copies of the full-length articles in book form. And this is what Mrs. Jean Mann has discovered, though not until last week did she learn that it has all been done for nothing.

Maybe some readers would like to go through the articles afresh or perhaps did not accept the opportunity that presented itself when they took their driving test. If so, we would be happy to send them a copy of the unabridged version if they will forward their names and addresses and a cheque or postal order for 1s 3d to *The Motor Cycle*, Dorset House, Stamford Street, London, S.E.1. The Minister of Transport in his foreword to the booklet states, "... it contains much to interest and instruct the experienced rider... and, however experienced a rider may be, there is a lot to be said for checking his, or her, standards from time to time against those of the acknowledged masters of the craft."

Duke Wins on B.M.W.

AFTER a tremendously keen three-cornered scrap, Geoff Duke scored his first win on the factory B.M.W. at Hockenheim, in Germany, last Sunday. For the full 20 laps of the super-fast, 4.8-mile circuit only feet separated Duke, Harry Hinton (Norton) and Ernst Hiller, the West German 500 c.c. champion, on another B.M.W. Indeed, for the first half of the race the leading group was a quartet: Dickie Dale (B.M.W.) was the fourth member but then his engine packed up with suspected ignition trouble.

Places continued to change incessantly among the leading trio. With four laps to go, Hinton led by inches from Duke and few people would have dared to bet on the outcome. But Duke's trackcraft finally swayed the issue in his favour. On the last lap but one he nosed his way ahead and defied his rivals to pass him. In a storming finish, Hiller also drew slightly away from Hinton and finished so close behind Duke that he was credited with the same speed.

It was not only the leaders who provided the excitement. In a fierce tussle for fourth place Alois Huber (B.M.W.) beat Gerold Klinger (B.M.W.) by only a few lengths. The pair were not far ahead of Keith Campbell (Norton), sixth. Lap speeds were some 12 m.p.h. down on last year's owing chiefly to the modified streamlining restrictions (in both cases the race was run on roads left patchy by earlier rain). Last year Bob McIntyre pushed the lap record up to nearly 130 m.p.h. on his Gilera while the fastest B.M.W., ridden by Walter Zeller, averaged just over 122 m.p.h.

Harry Hinton (Norton) had had luck in the 350 c.c. Race. Right from the start he drew comfortably away from the rest of the field and his lead at half distance was so big that only mechanical trouble could foil him. And it did—for his engine failed and Keith Campbell (Norton) went on to win easily from Helmut Hallmeier (N.S.U.).

But much more cruel misfortune befell Hinton's brother, Eric (N.S.U.), in the 250 c.c. Race. He, too, was in the lead at half distance when he was surprised by a suspected engine seizure. He crashed and broke a bone in each foot—a gloomy outlook with T.T. practising only two weeks off. In winning the race, H. Kassner (N.S.U.) had more than two minutes in hand.

500 c.c. Race (20 laps, 95.95 miles).—1, G. E. Duke (B.M.W.), 50m 40.5s, 113.59 m.p.h.; 2, E. Hiller (B.M.W.); 3, H. Hinton (Norton); 4, A. Huber (B.M.W.); 5, G. Klinger (B.M.W.); 6, K. R. Campbell (Norton). Fastest Lap.—Hiller, 2m 27.4s, 117.19 m.p.h.

350 c.c. Race (20 laps).—1, K. R. Campbell (Norton), 55m 23.4s, 104.02 m.p.h.; 2, H. Hallmeier (N.S.U.); 3, F. Klager (Horex); 4, K. Knopf (Norton); 5, T. Phillips (Norton); 6, E. Aldinger (Horex). Fastest Lap.—H. Hinton (Norton), 2m 43.1s, 106.07 m.p.h.

250 c.c. Race (20 laps).—1, H. Kassner (N.S.U.), 57m 2.8s, 100.91 m.p.h.; 2, X. Heiss (N.S.U.); 3, D. Falk (Adler); 4, S. Lohmann (Adler). Fastest Lap.—Kassner, 2m 49s, 102.22 m.p.h.

125 c.c. Race (13 laps, 62.37 miles).—1, W. Brehme (MZ), 41m 45.5s, 89.5 m.p.h.; 2, W. Scheidhauer (Ducati); 3, H. Luttenberger (F.B.

Mondial); 4, K. Lottes (MZ). Fastest Lap.—E. Degner (MZ), 3m 6s, 92.89 m.p.h.
Sidecar Race (13 laps).—1, F. Camathias (B.M.W.), 36m 56.7s, 101.16 m.p.h.; 2, W. Schneider (B.M.W.); 3, L. Neussner (B.M.W.); 4, A. Ritter (B.M.W.). Fastest Lap.—Schneider, 2m 47s, 103.46 m.p.h.

Show News

APPLICATIONS for space at this year's London Show to be held at Earls Court from November 15 to 22 are substantially higher than the number received for the last Show held in 1956. In addition to firms in the United Kingdom, there will be exhibitors from France, Germany, Italy, Spain and Czechoslovakia.

It has been decided that, following the successful experiment in 1956, complete machines including sidecars and three-wheelers, and tyre displays, will be on the ground floor of Earls Court with accessories and component exhibits on the first floor.

As reported on page 604, Eric Oliver is to drive a Norton Model 88 twin with a Watsonian Monaco sidecar in the Sidecar T.T. Last week he was in the Island with a Model 99 outfit. In the sidecar is his passenger for the race, Mrs. Patricia Wise





Fron Purslow (N.S.U.) on his way to victory in the 250 c.c. event in which he outstripped everyone to such an extent that he was almost out of their sight at the finish

Racing in the Rain

Aintree Red Rose Meeting Marred by Incessant Wet : Alastair

King and Fron Purslow Share the Honours

MERSEY murk and unremitting rain did their best to spoil what should have been a first-rate day's racing at Aintree last Saturday when the North-Western Centre ran its Red Rose Trophy meeting. Away from the start, riders were only head and shoulders visible in the bath of spray and consequently speeds were well down. Yet the 350 c.c. final was a classic, fought out by four riders along the hairline of safety that runs between high speed and a wet track.

Alastair King's Norton headed Bob McIntyre's into Bechers Bend on the first lap, with Ken Patrick and Derek Minter, also riding Nortons, evenly spaced behind them. That again was how it was on Lap 2 but on Lap 3 Patrick tried to out-flank the leaders on Bechers and at Tatts Corner on the next lap Minter left his braking daringly late in an effort to move up one. Otherwise they might all have been on a tow-rope.

But on Lap 6 McIntyre passed King and it was evident that Minter had shot his bolt. Two laps later King thrust into first place again and Patrick began to drop back. The two Scots kept company right past the flag and, indeed, were to be seen in close rivalry most of the afternoon. But it was King's day, though McIntyre made fastest lap of the meeting in the 1,000 c.c. race at 75.95 m.p.h.

Greatest excitement in the 1,000 c.c. race was in Heat 2. McIntyre made a bad start and lay sixth on the second lap, by which time King had headed Bob Brown's Norton while Ray Fay's Norton was challenging strongly. On Lap 3 it was King, Fay, Brown, Minter and McIntyre. Then the incredible happened.

J. E. Stancer's Norton came out of Melling Crossing, braking decorously for Tatt's Corner, just as King's olive green streamliner came up astern to lap him. The streamliner nudged Stancer's machine fair and square in the rear and both riders' startled jerk in the saddle could plainly be seen from the stands. For a matter of 30 yards the machines slowed and proceeded locked together. Then Stancer shook free and was away and King, after what might excusably have been a pause to get his breath back, followed suit. He had dropped a couple of places but was back in second place at the finish, while McIntyre had thrust through into third position.

Fron Purslow was unbeatable in the 250 c.c. event. His N.S.U. was 100 yards ahead by the end of the first lap and almost out of sight of the others by the last. Minter (R.E.G.) made one daring, last-second brake application to pass Mike Hailwood (N.S.U.) into second place at Tatts on Lap 2 but to no avail, for Hailwood finished about 30 yards ahead of him. During all this the rain poured down and the ground-level cloud alternately revealed and blotted out all that was hap-

pening a mile or so away. The thin drizzle of spectators away from the stands looked very wet.

Purslow was equally untouchable on the 124 c.c. Ducati in the 200 c.c. race which, on a circuit of Aintree's length (three miles), was dull. The Ducati was a mile ahead of Hailwood's 196 c.c. MV Agusta by the end of four seemingly interminable laps, with Bill Webster inching up into third place a lap later on his 125 c.c. MV. However, this *pas-de-trois* for three tiddlers in the rain lent excitement, by contrast, to the handicap which closed the day and in which it was obviously going to be a fight between Purslow's 247 c.c. N.S.U., King and McIntyre's three-fifty Nortons starting 2m 35s later in 20 laps and Jack Brett's 499 c.c. Norton leaving with the rest of the five-hundreds 4m 10s after Purslow.

For 11 laps the N.S.U. held off the challenge, gamely snarling its way round ahead of its pursuers, foremost of whom were King and McIntyre. But on that 11th lap McIntyre's machine decided that it had had enough and it was King who took the lead, with the displaced N.S.U. second and Phil Tait's 249 c.c. Beasley-Velocette third.

Meantime Brett was roaring through the field in company with R. E. Rowe (Norton). With four laps to go they pushed Tait out of it and with two laps to go they had demoted the gallant N.S.U.—and Rowe was leading Brett with only King out in front. On Lap 19 Brett had disposed of Rowe but the flying King was out of reach. The two tiddlers held on gamely to fourth and fifth positions; Purslow was slowed by a broken h.t. lead.

350 c.c. Race (heats 5 laps, final 10 laps): Heat 1.—K. H. Patrick (Norton). Heat 2.—W. A. Smith (A.J.S.). Final.—1. A. King (Norton), 71.51 m.p.h.; 2. R. McIntyre (Norton); 3. Patrick. Fastest Lap.—King, 75.97 m.p.h.

1,000 c.c. Race (heats 6 laps, final 10 laps): Heat 1.—K. H. Patrick (499 Norton). Heat 2.—R. Fay (499 Norton). Final.—1. A. King (499 Norton), 74.14 m.p.h.; 2. R. McIntyre (499 Norton); 3. R. N. Brown (499 Norton). Fastest Lap.—McIntyre, 75.95 m.p.h.

250 c.c. Race (5 laps).—1. F. Purslow (N.S.U.), 65.92 m.p.h.; 2. E. M. B. Hailwood (N.S.U.); 3. D. Minter (R.E.G.). Fastest Lap.—Hailwood, 67.35 m.p.h. 200 c.c. Race (5 laps).—1. F. Purslow (124 Ducati), 62.25 m.p.h.; 2. S. M. B. Hailwood (196 MV Agusta); 3. W. M. Webster (125 MV Agusta). Fastest Lap.—Purslow, 63.63 m.p.h. Handicap (20 laps).—1. A. King (348 Norton), 71.98 m.p.h.; 2. J. Brett (499 Norton); 3. R. E. Rowe (499 Norton). Fastest Lap.—Brett, 74.48 m.p.h.



Second man home in the handicap, Jack Brett (499 Norton) rounds Country Bend as fast as the drenched track allows



the *Spark* of Victory

SCOTTISH SIX DAYS' TRIAL

PREMIER AWARD

G. L. JACKSON A.J.S.

(Subject to official confirmation)

for better motorcycling **K.L.G.** sparking plugs

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Esso**BULLETIN****Scottish Six Days' Trial****SIDECAR AWARD**

Up to 350 c.c.

FRANK CAREY

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ROYAL ENFIELD(Subject to official confirmation)

**"Yes, and won on
exactly the same oil
I'm putting in
your bike now!"**

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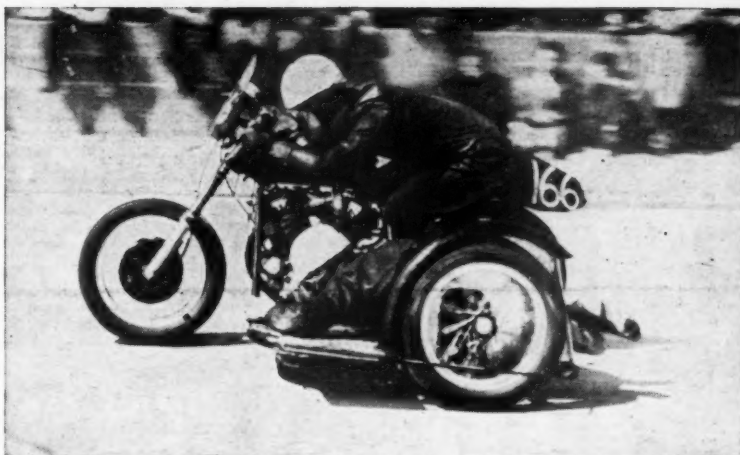
Splendid Sprinting

Surprises and Enthusiasm in
High Wind at Ramsgate

TWO magnificent performances highlighted the Sunbeam Sprint held over a measured quarter mile at Ramsgate last Sunday. World's speedway champion Barry Briggs, riding Dr. Joseph Bayley's 596 c.c. Douglas, beat the 650 c.c. class record by one-hundredth of a second in a day of high, head-on winds while Charlie Rous, having detached the sidecar from his Vincent, cheekily snatched the solo 1,000 class and made best time of the day. He won the sidecar class with ease.

By the time racing started at 1 p.m. the crowds were packed along the incline ways and the grass verges of the Western Undercliff. Competition was fierce and there were no accidents. Straight away Jack Terry (Ariel) re-established his mastery in the 250 c.c. class and George Coles (Rudge) took second place. Third place went to Sgt. R. E. Fox of the U.S.A.F., riding a Triumph. Then, still on the same machine, Terry went on to take second berth in the 350 c.c. class. However, he could not quite beat his friend Ernie Woods (Norton) who rode superbly. Woods must surely be the only rider still using a machine that he rode at Brooklands before the war!

Briggs' time for the 650 c.c. class was 13.57s but the second man, Francis Williams (497 Cotton-J.A.P.), had to wait until his



Winner of the passenger-machine class Charlie Rous gives his mighty Vincent the gun to record 14.56s for the standing quarter-mile

second run before he could get under 14 seconds. Third was A. A. Morgan on a vintage 499 c.c. Rudge.

In the 1,000 class there were John MacDonald (Vincent), Morgan on his Rudge, Briggs (596 Douglas) and Peter Darvill (Vincent) all literally bursting with enthusiasm and desire for the premier award while Rous (Vincent) kept quietly in the background. Briggs was superb—13.48 sizzling seconds was all he took—but MacDonald's larger engine pined down the time to 13.08s. Then along came George Brown. Away went his Vincent under wonderful control to return 12.66s.

When the second runs came along MacDonald again beat Briggs but Darvill suffered from a persistent misfire; so did

poor Francis Williams (996 Norton-J.A.P.). Brown was slightly faster but Rous pulled up from 13.22s on his first run to notch 12.46s. That was it—best time of the day—then off he went to hitch on the chair and take the sidecar class! To crown it all, Ron Beecroft had a very good win in the vintage class on his old Norton.

250 c.c.—1, J. T. Terry (Ariel), 16.17s; 2, G. Coles (Rudge); 3, R. E. Fox (Triumph). **350 c.c.**—1, E. A. Woods (Norton), 15.56s; 2, J. T. Terry (248 Ariel); 3, F. D. Booth (Ariel). **499 c.c.**—1, B. Briggs (596 Douglas), 13.57s (record); 2, P. J. Williams (497 Cotton-J.A.P.); 3, A. A. Morgan (499 Rudge). **1,000 c.c.**—1, C. W. Rous (Vincent), 12.46s; 2, G. Brown (Vincent Special); 3, D. J. L. MacDonald (Vincent). **1,000 c.c. Vintage**—1, R. A. Beecroft (490 Norton), 15.6s; 2, A. A. Morgan (499 Rudge); 3, F. D. Booth (497 Ariel). **1,200 c.c. Three-wheeler**—1, C. W. Rous (Vincent sc), 14.56s; 2, M. Brierley (Methamton sc); 3, L. S. Bolton (L.S.B. Special).

Hard Going

Swiss Moto-Cross Grand Prix
Won by René Baeten

THERE was plenty of excitement at the Moto-Cross Grand Prix of Switzerland last Sunday. Racing was held in cloudy but hot weather over a very fast, very dusty, wheel-wrecking course on the outskirts of Geneva, and about 25,000 spectators saw a programme consisting of three 15-lap heats and a 20-lap final.

All the British riders who started in Heat 1 went forward into the final. The heat winner was Jeff Smith (B.S.A.), second was Dave Curtis (Matchless); third the Swiss rider Albert Courajod, also on a B.S.A., fourth was René Baeten (F.N.), of Belgium, and fifth Brian Martin (B.S.A.). In the second heat John Draper (B.S.A.) led all the way. He was followed home by a further four B.S.A. riders—Fernand Neri, Belgium, Alfons Rombauts, Belgium, René Klym, France, and Albert Dirks of Holland. Terry Cheshire (B.S.A.) started but failed to qualify for the final.

The third heat was won by Hubert Scaillet (F.N.), Belgium, after Bill Nilsson (Crescent), Sweden, who had led for two laps, spilled and lost many places. Nilsson pressed hard, however, and eventually finished second. Third was the Swiss rider Florian Thevenaz (A.J.S.), fourth Dennis Bickerton (B.S.A.) and fifth Michel Jacquemin (Matchless), France.

The start of the final was delayed for five minutes while John Draper refuelled. He entered the starting area and was turning his machine into line when the tapes were lifted. He was away last. Nilsson went into the lead, closely followed by Baeten and Jeff Smith. On the second lap Smith overtook but landed badly from a jump in front of the grandstand and charged the wooden fence surrounding the track. He was unhurt but his front-brake lever was broken. Quickly he extricated his machine and set off—but he was then 15th.

Nilsson continued to lead although Baeten was never very far away, riding so close that he was almost hidden in the clinging dust raised by Nilsson's wheels. The speed was fantastic. Dave Curtis was lying fourth when he had to retire with a burned-out clutch after 12 laps. Then Martin was fourth until the 16th lap, although from the eighth lap onward he had been riding with a flat front tyre. Finally the tube came out, knotted and so put paid to Martin's courageous effort. Bickerton had to stop to change a wheel and lost many places.

The other Britons were riding in inspired fashion. Draper had worked his way through the field and took over the fourth place vacated by Martin. And Smith had ridden to such purpose that, in spite of the lack of a front brake, he finished in seventh berth.

The greatest excitement came on the 19th lap when Baeten spurred furiously and overtook Nilsson! On the last lap he increased his lead and finished safely ahead.

Included in the programme was a 250 c.c. race counting towards the Silver Cup of the F.I.M. Terry Cheshire started on a Greeves but could do no better than finish ninth. The

winner was the Czech rider, Jaromir Cizek, riding a Jawa.

Final Placings—1, R. Baeten (F.N., Belgium); 2, B. Nilsson (Crescent), Sweden; 3, H. Scaillet (F.N.), Belgium; 4, G. J. Draper (B.S.A.), Britain; 5, R. Klym (B.S.A.), France; 6, A. Dirks (B.S.A.), Holland.

250 c.c. Race—1, J. Cizek (Jawa), Czechoslovakia; R. E. Ostorero (Mi-Val), Italy; 3, P. Rom (Jawa), Czechoslovakia.

Vespas at Sandown

LAST Sunday, 800 Vespa owners assembled at Sandown Park Race Course, Esher, Surrey, for the London Vespa Festival. Competitors arrived from Germany, Belgium, the Saar, France, Holland and Norway. It was very much a German day as the Frankfurt and Hamburg clubs won all the field events. The President's Cup for the best overseas team was won by the Frankfurt Club and the Mobilgas Trophy for the best British Team by the Thames Valley Vespa Club. Two riders arrived from Berlin, Edgar Pankowsky and his fiancée Erica Klotzle, after an arduous journey through the Soviet Zone. Prizes were presented by Lord Rendlesham.

T.T. Programmes

PROGRAMMES for the T.T. Races are being printed and should be ready for distribution immediately after Whitsun. The price is 2s 6d a copy from the Auto-Cycle Union, 83, Pall Mall, London, S.W.1. They will also be on sale in the Isle of Man throughout the practising and race period.

White Paper on Tests

Government Proposals Outlined in Detail : Scheme Not to Start Until Full Quota of Stations Appointed

PLANS for the periodic testing of vehicles were published in a White Paper (Command 430, H.M. Stationery Office, price 9d net) laid before the House of Commons last Monday afternoon. In fact, the proposals simply confirm what has been divulged piecemeal in Parliamentary answers during the last few weeks.

To start with, the scheme will apply to all private vehicles (two-, three- and four-wheelers) which are 10 years old or more, but it is expected that at a later stage newer vehicles will be subject to test. (Certain hackney carriages and all goods vehicles not exceeding 30cwt unladen weight are also embraced by the current proposals.) Tests are designed solely to ensure that vehicles comply with legal requirements and will be confined to the condition of brakes, steering gear and lighting equipment. To ensure uniformity, examiners will be required to apply certain standards which are set out in an appendix to the White Paper. For example, all vehicles must achieve certain minimum levels of braking efficiency; steering gear must not show excessive wear or play in the various parts; lighting and reflectors must comply with the law and special attention is to be given to headlamps to ensure that they are either permanently dipped or capable of being dipped so as not to cause dazzle.

Commercial garages and municipal stations can be appointed as authorized examiners. Applications for appointment are to be invited shortly and it is not intended to limit the number of stations in any area. Sole criterion will be suitability of premises, equipment, personnel and standard of work. Before a station receives appointment it will have been inspected by a Ministry of Transport examiner. The scheme will not be started until there are enough stations to meet needs. The Ministry testing station at Hendon will function for research and development on testing techniques, including new equipment and the training of staff.

To safeguard vehicle owners, the Ministry of Transport is to ensure that all tests are carried out to a uniform standard and that stations keep records showing the results and the charges made for any repairs and adjustments. Should repairs or adjustments be required in order to obtain a certificate, the owner will be free to make his own arrangements for the work to be done. Owners will have the right of appeal to the Minister should they feel dissatisfied; the vehicle will be re-examined by a Ministry official who, if he is satisfied that the certificate has been unreasonably withheld, will pass the vehicle.

The examination fee for a solo motor cycle or scooter (or any other two-wheeler) will be 10s, and 15s for all other vehicles. In each case, the fee includes is payable to the Ministry to cover administrative expenses. If a vehicle is rejected the fee will be charged less 1s but a second examination will be carried out free by the original testing station apart from the 1s to make up the full fee assuming the second test is successful. Should a vehicle be rejected a second time, a further fee will be payable for any subsequent test.

An appeal against a test must be made within two weeks. The appeal fee is 17s 6d for a two-wheeler and £1 5s for other vehicles, part or all of which will be returned if the appeal is upheld.

An order is to be made fixing the dates by which vehicles of various ages will be required to have been issued with a test certificate. The requirement that a certificate

must be produced before a road-fund licence can be renewed will not be brought into force until the arrangements are working smoothly and owners have had a reasonable opportunity to get their vehicles tested.

In due course, the Minister is to introduce regulations which will authorize veteran machines (including cars) to be used on the roads without the test for organized events such as parades and rallies.

Touring Trial

THERE was excellent weather for last Sunday's touring trial run by the North-East London Club. Open to non-clubmen and club members resident in the South-Midland Centre as well as to Army units and members of the Invalid Tricycle Association, the fixture attracted 36 starters. The course comprised 73 miles over main and secondary roads and included seven time checks and six special tests. Of the five members of the Invalid Tricycle Association who started, one, D. G. Booth (Invacar), gained a first-class award.

Best Solo.—D. Whittingham (646 B.S.A.), 13 marks lost. **Best Sidescar.**—H. M. Clark (497 Ariel). **Best Unattached Rider.**—P. Thorne (498 A.J.S.), 20. **Best Under 100 c.c.**—H. E. Loasby (138 Lambretta), 21. **Best Over 100 c.c.**—D. E. Lee (224 Francis-Barnett), 14. **Best North-East London Member.**—A. C. Woollard (498 A.J.S.), 19. **Best West Ham Member.**—E. Martindill (224 Francis-Barnett), 37. **Team Award.**—Mid-Herts A: R. J. Skidmore, D. Whittingham. **First-class Awards.**—R. J. Skidmore (646 Ariel) and P. M. Dean (490 Norton), 17; E. L. Jones (649 Triumph), 21; B. A. Powell (499 B.S.A.) and C. V. Hayden (490 Norton), 22; J. E. Emery (498 Matchless), 23; T. R. Martin (646 B.S.A.) and J. W. Gill (646 B.S.A. sc), 24; I. D. Hopkins (649 Triumph) and C. P. Canfield (490 Norton), 25; T. J. Leake (197 Francis-Barnett), 28; J. R. Shellcross (997 Ariel sc), 30; D. G. Booth (197 Invacar), 32.

Sunday Laws Again

PARLIAMENTARY advocates of Sunday law reform are losing no opportunities to press their argument; last week they

quizzed the Prime Minister about his appearance at a cricket match on May 4 (referred to in these columns last Thursday). Mr. Howell asked Mr. Macmillan whether he would clarify the law on Sunday cricket matches for charity. Mr. Parker put a question on similar lines. The Prime Minister referred to a reply given earlier in the month by the Home Secretary and on receiving a further question from Mr. Howell said "I have the deepest respect for the views which this Society [the L.D.O.S.] holds and which it has every right to put forward. I venture only to ask its members to have some regard for other people's views and practices in criticizing them. The alteration of the whole of the law is a much larger question and involves many difficulties. As I appear to have broken it without any very serious results to me, for my part I am not much disturbed."

Next, Mr. Gaitskill, Leader of the Opposition, added: "Is the Prime Minister aware that his remarks about the Sunday Observance Society and the law in this matter will command general support in the House?"

Sports Shorts

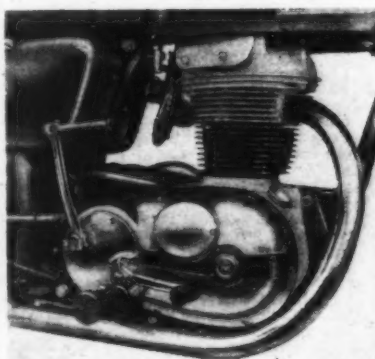
WINNER of the international moto-cross meeting at Merlebach, near Metz, France, was Eric Cheney riding a B.S.A. Second was Jan Clynk (B.S.A.) of Holland and third, Phil Nex, also on a B.S.A.

SIX HOURS of racing, starting at 1.30 p.m., is the programme for the Aberaman Club's meeting at Aberdare Park, Glamorgan, on Saturday. Admission charges are 3s adults and 1s children; parking is free.

COMPETITION RIDERS will be sorry to learn that, at the Scottish Six Days' Trial last week, Jimmy Hill, of Castrol, was injured in a road accident near Fort Augustus. He was taken to Fort William hospital for treatment and X-ray and released on Saturday. His chief injury is to his right knee.

GEOFF DUKE, Bob McIntyre, Geoff Tanner, Sammy Miller, Arthur Wheeler and many other famous riders are in the entry list for next Saturday's North-West "200" over the Portstewart-Coleraine-Portrush circuit in Northern Ireland. The list was over-subscribed with 92—four in excess of the maximum permitted. It is expected, therefore, that 88 riders in the three classes—500, 350 and 250 c.c.—will actually start. The meeting opens at 2.15 p.m. Running commentaries are being given on the B.B.C. Light programme from 2.15 to 2.35 p.m., 3.00 to 3.5 p.m., 3.30 to 3.40 p.m., and 4.15 to 4.35 p.m.

NEXT WEEK'S HIGHLIGHTS



WHAT had the designer primarily in mind when he started the drawings of the 248 c.c. A.M.C. engine shown in the picture? Why is the cylinder head mounted obliquely? Why are the cylinder dimensions over-square? Why is the cylinder axis offset from the crankshaft axis? These and many other interesting questions are answered by the designer in a special article—with detailed drawings showing the engine components—in next Thursday's issue of "The Motor Cycle."

Highlights include also a review of the Scottish Six Days' Trial, full details of an addition to the Francis-Barnett range, the latest news about the T.T. Races and a guide to Whitsun events, as well as a selection of the regular features.

Make sure your newsagent has a copy of "The Motor Cycle" for you when you call—order it now.

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SCOTTISH SIX DAYS' TRIAL

PREMIER AWARD—SOLO

G. L. JACKSONA.J.S.

PREMIER AWARD—SIDECAR

J. S. OLIVERB.S.A.

CLASS AWARDS

500 c.c. S. H. MILLER ...ARIEL

350 c.c. G. L. JACKSON...A.J.S.

250 c.c. B. G. STONEBRIDGE
GREEVES

200 c.c. L. A. RATCLIFFE
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At Haldon

Excellent Scrambling in the West Country

RIDERS were very enthusiastic about the much-improved course for the Haldon Scramble organized by the West of England Club on Sunday. For the first time ever the club had to refuse entries.

The 500 c.c. Star Championship provided a real battle between L. Sanders, R. Bradley and J. Trible, all on B.S.A.s. Sanders shot away into the lead, dogged by Bradley in the early stages. Then Trible put on steam in an effort to catch Bradley and eventually did so when Bradley took a tumble; however, he quickly remounted to take third place. This race kept the near-3,000 crowd on its toes throughout. To add to the discomfort of a cold wind, rain started to fall but the course stood up to it well.

In the unlimited c.c. event Sanders again showed the way round. His riding was a delight to watch but this time he was pressed hard by Terry Cox (B.S.A.).

250 c.c. Star Championship.—1. M. Jackson (197 Francis-Barnett); 2. D. Paul (197 Greeves); 3. G. Oaten (197 James). **350 c.c. Open.**—1. R. Bradley (B.S.A.); 2. L. Sanders (B.S.A.); 3. J. Trible (B.S.A.). **500 c.c. Star Championship.**—1. L. Sanders (B.S.A.); 2. J. Trible (B.S.A.); 3. R. Bradley (348 B.S.A.).

Non-experts' 250 c.c.—1. D. Seward (B.S.A.); 2. B. Sile (Francis-Barnett); 3. I. Stephens (Francis-

Barnett). **Non-experts' 500 c.c.**—1. T. Hobbs (B.S.A.); 2. G. Wheeler (J.A.P.); 3. L. Smale (348 B.S.A.). **Unlimited c.c. Open.**—1. L. Sanders (499 B.S.A.); 2. T. Cox (499 B.S.A.); 3. R. Bradley (348 B.S.A.).

Capacity Class Races: 250 c.c.—1. M. Jackson (197 Francis-Barnett); 2. B. Sile (Francis-Barnett); 3. D. Seward (B.S.A.). **350 c.c.**—1. R. Bradley (B.S.A.); 2. J. Trible (B.S.A.); 3. S. Bott (B.S.A.). **500 c.c.**—1. L. Sanders (B.S.A.); 2. T. Cox (B.S.A.); 3. D. Blee (B.S.A.).

Triumph Rally

ALTHOUGH primarily intended for riders of Triumphs, next Sunday's All-Britain Triumph Rally at the Meriden Works near Coventry is open to all motor cyclists from noon onward and admission is free. The attractions for the afternoon include a gymkhana and a performance by the Royal Signals display team.

Over 540 riders, most of them with passengers, from 55 clubs have entered for the rally. Some 275 towns are represented and competitors are coming from as far afield as Northern Ireland, Scotland and the Isle of Man. In the road trial competitors will start from 9 a.m. onward from one of the following 10 towns: Bedford, Bicester, Fenny Stratford, Gloucester, Grantham, Market Drayton, Nottingham, Oxford, Stoke on Trent and Worcester.

No fewer than 62 T.T. replicas are included in a Norton sales display for dealers' showrooms. The current exhibit is at Colmore Depot, John Bright Street, Birmingham. The trophies have been insured for £5,000.

TRAINING SCHEME.—Next R.A.C.-A.C.U. training course for learners in the Bristol area starts at 7.30 p.m. on Tuesday, June 10.

The course will assemble in the canteen of the Douglas factory at Kingswood. Scooter as well as motor-cycle instruction is given. (Full details can be obtained in advance from the organizing secretary, D. C. Tritton, 94, Durban Road, Patchway, Bristol.)

WITH effect from Tuesday, May 27, the address of Industria (London), Ltd., importers of Jawa, CZ and TWN machines will be 248, Holloway Road, London, N.7. (Telephone, North 6381.)

REGULATIONS are available for the following events: the Galloway Club's open scramble (May 25). Entries close May 19 and should be sent to the secretary at Mon Abri, Lomond Place, Dalbeattie, Kirkcudbrightshire. Lion Club's open Lion Two-day Trial (May 31 and June 1). Entries close May 19. Secretary is T. McAuley, 4, Fruin Place, Glasgow, N.7.

The Taunton Club's novice and non-expert open to all motor cyclists in the South-Western Centre whether members of a club or not (June 1). Entries close May 30. Secretary is C. Taylor, Homley, Alfred Street, Taunton, Somerset.

Stevenston Club's open first leg of the Scottish Scrambles Championship (June 8). Entries close June 2. Secretary is J. S. Duff, 14, Pladda Road, Saltcoats, Ayrshire.

Louth Club's road races at Cadwell Park (June 29). Entries close June 3. Secretary is C. Wilkinson, 140, Eastgate, Louth, Lincs.

Glasgow Club's open second leg of the Championship Scramble (June 15). Entries close June 10. Secretary is J. Kay, 28, Walter Street, Dennistoun, Glasgow, E.1.

The national Castle Combe road races organized by the Wessex Centre (July 12). Entries close June 28. Secretary is V. C. Antice, Westgate Buildings, Bath.

Glasgow Club's open scramble (August 24). Entries close August 19. Secretary is J. Kay, 28, Walter Street, Dennistoun, Glasgow, E.1.

IMPORTANT EVENTS

Saturday, May 17.—Northern Ireland: international North-West "200," Port Stewart, 2.15 p.m. **South Wales:** Aberdare Park road races, Aberdare, 1.30 p.m. **Bristol:** Everyman Rally, Railway Inn, Patchway roundabout, five miles north of Bristol on A38, 2 p.m. **Bala:** Festival of Wales Scramble, Brunethol Farm, 4 p.m. **Wirral:** Wallasey Sand Races, Wallasey Fore-shore, 3.30 p.m. **Birdlip:** Mountain grass-track racing, Moorhouse Farm, Climpell, 4.30 p.m. **Cornwall:** Scramble, Larkhills, St. Cleer, Liskeard, 6 p.m. **Warrington:** Moto-ball, Prestwich v. Rochdale, U.S.A.A.F. aerodrome, Burtonwood, 3.30 p.m.

Saturday, May 17, and Sunday, May 18.—Scotland: Two-day grass-track meeting, Milltimber 6½ miles south-west of Aberdeen, 2 p.m. each day.

Sunday, May 18.—France: Moto-cross Grand Prix, Colwyn Bay: Vintage Rally, Promenade, noon. **Perth:** Speed event, Errol Aerodrome, 2 p.m. **Lanarkshire:** Scramble, Todholls Farm, near Fintry, 2 p.m. **Portsmouth:** Scramble, Old Idsworth Farm, Horndean, 2 p.m. **Edenbridge:** Wickham Club's Coronation Cup Road Trial, White Horse Inn, Holtye Common, near Edenbridge, 10.30 a.m. **Teasterden:** World Novice Trial, Stonebridge Inn, Woodchurch, 11 a.m. **Aldershot:** May Scramble, Highfield Copse, Beech Lane, Normandy, 12.30 p.m. **Barnet:** Graham Walker Roadmanship Competition, Hatfield Technical College, Roe Green, 10 a.m. **Stafford:** Scramble, Pea Hill, Enson, 2 p.m. **Kings Norton:** Midland Centre Group Trial, Launceston, on A44, 10 a.m. **Tavistock:** Chilton Scramble, Higher Quither Farm, Chilton, 3 p.m. **Essex and Suffolk Border:** Scramble, Falstaff Manor, Bentley, 1.30 p.m. **Minety Vale:** Grass-track racing, Long Newton Double, near Tetbury, 2 p.m. **Cornwall:** Fairfield Scotch Trial, Braydon, Alton, near Launceston, 2 p.m. **Aberavon:** R.A.O.B. Cup Trial, Pontdu Garage, on B4286 between Port Talbot and Cwmavon, 1 p.m. **North Wales:** Cheshire Centre Inter-club Team Trial, Antelope Hotel, Rhydymwyn,

11 a.m. **Sheffield:** Road trial, Hope and Anchor Brewery, Clawheel Lane, Sheffield, 6, 11 a.m. **Cheshire:** Scramble: Roe Park, Moreton, near Congleton, 1.30 p.m. **Hereford:** Scramble, Fordbridge, 2.30 p.m. **Kent:** Grass-track racing, Frimsted, near Maidstone, 1 p.m.

Friday, May 23, and Saturday, May 24.—Edinburgh: Esso Scoot to Scotland, starting at 7.30 p.m. on Friday from Abingdon, Bristol, Cambridge, Edinburgh, Glasgow, Hull, Kenilworth, London, Manchester, Newcastle and Sharnlow; finish at Woodside Hotel, Musselburgh, Edinburgh, on Saturday. **Prestatyn:** C.S.M.A. Curtis Bennet Rally, finish at Prestatyn Holiday Camp on Saturday.

Saturday, May 24.—Slough: Sunbeam "200," Jock's Café, Colnbrook By-pass, three miles east of Slough on A40, midnight on Friday; finish at Hunters Inn, Heddon's Mouth, 2½ miles north of Paracombe, Devon. **Teaby:** Scramble, Clayford, 5.30 p.m. **Cornwall:** Scramble, Elijah Farm, Redruth, 3 p.m. **Suffolk:** Grass-track racing, Sports Ground, Saxmundham, 3 p.m. **Gloucestershire:** Scramble, Lower Hill Farm, Prestbury, near Cheltenham, 4.30 p.m.

Sunday, May 25.—North Devon: Exmoor Trial, Hunters Inn, Fitzcombe, noon. **Galloway:** Scramble, Porterbelly Hill, near Kirkcudbright, on Dalbeattie-Dumfries road, 2 p.m. **Aldershot:** Moto-ball, North Hants v. Prestwich and Rochdale, Twesledown Race Course, near Crookham, 2 p.m. **Kendal:** Scramble, Helington, two miles south of Kendal, 2.30 p.m. **Glasgow:** Rally, Esso Garage, Paisley Road West, 9.30 a.m. **Staffordshire:** Scramble, Renwick Lane, Freehay, 2 p.m. **Berkshire:** Main-road trial, Star Inn, East Ilsley, nine miles north of Newbury on A34, 10 a.m. **Cheshire:** Scramble, Bowstones, Disley, via Stockport, 2 p.m. **Herefordshire:** Scramble, Great Howle Farm, Howle Hill, four miles from Ross on Wye, 2.30 p.m. **Yorkshire:** Scramble, Boltby, five miles east of Thirsk, 2 p.m. **Guilford:** Grass-track racing, Tangleby Place Farm, Worplesdon, 2 p.m. **Montrose:** Grass-track racing, The Bent,

Laurencekirk, on Laurencekirk-Fettercairn road, 2.30 p.m. **Yorkshire:** Rally, York Road, Beverley, 9 a.m. **Evesham:** Scramble, Hidcoate Boyce, near Mickleton, 2 p.m. **Kent:** Grass-track racing, Gate Inn, Rhodes Minnis, near Folkestone, 2 p.m.

Monday, May 26.—Cheshire: Clubman's Road Races, Oulton Park, near Tarporley, 8.30 a.m. **Kent:** Road races, Brands Hatch, Fawkham, 11.30 a.m. **Lincolnshire:** Road races, Cadwell Park, Louth, 12.30 p.m. **Dorset:** Road races, Blandford Camp, Blandford, 1 p.m. **Darlington:** Grass-track racing, Demesnes Ground, Barnard Castle, 3 p.m. **Essex:** Scramble, Salvation Army Colony, Hadleigh, 2 p.m. **Lancashire:** North v. South Scramble (northern leg), Cuerden Park, Bamber Bridge, near Preston, 2 p.m. **Hertfordshire:** National Scooter Rally, Verulamium, St. Albans, 10.30 a.m. **Buckinghamshire:** Grass-track racing, Chiltern Hills circuit, five miles west of High Wycombe on A40, 2.30 p.m. **Sussex:** Scramble, Ringles Cross, near Uckfield, noon. **Ely:** Grass-track racing, Fordham, Cambs., 2.30 p.m. **Horsham:** Grass-track racing, Middlebarn Farm, Pulborough, Sussex, 1 p.m. **Canterbury:** Grass-track racing, Gedding Farm, Wootton, 2.30 p.m. **Devon:** Grass-track racing, Taleford Farm, Fairmile, six miles from Honiton on Exeter road, 3 p.m. **North Devon:** Scramble, Home Farm, Fremington, Barnstable, 3 p.m. **Cornwall:** Scramble, Woodcock Corner, Truro, 3 p.m. **Leicestershire:** Scramble, Springfield Hill Farm, Cold Norton, 2.30 p.m. **Gloucester:** Scramble, Tring, 3 p.m. **Oxfordshire:** Grass-track racing, Crouch Hill, Broughton Road, Banbury, 2.30 p.m. **Suffolk:** Scramble, Shrubland Park, Claydon, near Ipswich, 2 p.m. **Merthyr Tydfil:** Scramble, Cyfarthfa Park, 3 p.m. **Nottinghamshire:** Scramble, two miles from Markham Moor, south of Retford, 2.30 p.m. **East Yorkshire:** Scramble, Slapewath, near Fox and Hounds Hotel, on Guisborough-Whitby road, 2.30 p.m. **Redditch:** Scramble, Rollwood Farm, on Stratford on Avon-Alcester road, 2.30 p.m.

★ ★ ★ CLUB NEWS ★ ★ ★

ALDERSHOT.—May 17: Working party (10). 18: Scramble (Highfield Copse, Normandy, near Guildford, 12.30). 19: Darts match (H.Q., 7.30). **Alperton and Wembley.**—May 16: Darts match (The Swan, Sudbury, 8). 18: Coast run (Ace Café, 9). **A.M.C. Owners** North London. —May 18: High Wycombe (Cooks Ferry Inn, Edmonton, 8). 20: Committee night (Cooks Ferry Inn, Edmonton, 8). (South Eastern). —May 18: Semi-sporting trial. (West Herts). —May 22: Rally working party (Berkhamstead, 7.30). **Antelope.**—May 18: Swallow Falls (9.30). 20: Meeting (H.Q., 8). **Ariel Owners.**—May 18: Tulip run (Cambridge roundabout, Edmonton, 9).

Barnet.—May 18: Graham Walker roadman competition (Standard Telephones, Brunswick Park Road, New Southgate, 10). **Barry.**—May 18: Yat Rock (Colcot, 2). 20: Meeting (H.Q., 7.30). **Bond Minicar** (Manchester). —May 18: Support All-Britain Bond Minicar Rally (Morecambe). **Bridport.**—May 18: Scramble (Nallers Farm, Askerswell, 2). **British Two Strokes.**—May 18: Run (Marble Arch, 10). **Broughton and Bretton.**—May 15: Fire-prevention talk (Phoenix Hotel, Sandycroft, 7.30). **Buxton.**—May 18: Main-road trial.

Central Leeds.—May 18: Run (Westgate, 9.30). 21: Meeting (H.Q., 8). **Chester.**—May 16: Treasure hunt (Shell Club, Stanley Lane, Ellesmere Park, 7). 18: Treasure hunt (Mountain View Filling Station, Sealand Road, 2.30). 21: Scout about (Bull and Stirrup, 7.30). **Clapham Park.**—Meetings are held every Monday at 8.30 p.m., at the club room, Tilson House, Tilson Gardens, Forster Road, London, S.W.2; all family sidecar enthusiasts welcome; details from A. H. Clark, 66, Voltaire Road, Clapham, London, S.W.4. **Clydebank.**—May 18: Inverary (H.Q., 10.30). **Conway.**—A scooter section has been formed and meets at Ye Old College Buildings, Castle Street, on Tuesdays at 7.30; details from L. M. Irving, Milford House, Lloyd Street, Llandudno. **Croydon.**—May 18: Road trial (Airport, 9.30).

Derby Phoenix.—May 18: Main-road trial (Osmaston Park Hotel, 2). **Ditton.**—May 15: Ladies night (Royal Oak, Teddington, 8). 18: Support Aldershot scramble (Hampton Court, 11).

East Acton.—May 18: Beachy Head (Duke of York, 9). 21: Meeting (Duke of York, 8). **Eltham.**—May 17: Grass-track working party. 18: Grass-track racing (helps meet Perry Street, 8 or Primrose, 9). 19: Committee meeting (Arthur's, 8.30). 21: Tombola (H.Q., 8.30).

Falcom (Croydon). —May 18: Working party (Uckfield, 10). 19: Tombola (H.Q., 7.30). **Farnham Royal.**—May 18: Grass-track racing (Burnham Beeches, 2.30). **Glasgow Speedway.**—May 18: Hell's Glen (Paisley's Corner, 10.30). **Grove Park.**—May 16: Dance (H.Q., 8). 18: Support

Wealde Novice Trial (Green Man, 10). **Gloucester and Cotswold.**—May 20: Working party (Tisbury, 7.30).

Harrogate.—May 18: Mackay Trophy Trial (Curtis' Farm, Butchers Hill, Summerbridge, 2). **Hitchin.**—May 18: Treasure hunt (Letchworth Gate, 2). **Ilkeston.**—May 18: Main-road trial (White Lion, Sandiacre, 10.30). **Kings Norton.**—May 16: Briefing for group trial. 18: Group trial. **Kingston.**—May 18: Brighton (Cattle Market, 1.30).

L.E. Velo (Essex). —May 18: Route-finding test (5, Lilac Avenue, Wickford, 10). (London). May 18: Route-finding test (The Bear, Esher, 10). (Manchester). —May 18: Ainsdale Beach (Nags Head, Bucklow Hill, 9.30). **Lea Bridge.**—May 18: Whipsnade Zoo (Cambridge, 10). **Leeds Sidecar.**—May 18: Chester (Cattle Market, 8.30). **Liverpool Imperial.**—May 18: Harlech Castle (Tunnel, 10). 20: Driving competition (Weld Blundell Arms, 7.30). **London Douglas.**—May 16: Talk (H.Q., 8). May 18: Gymkhana (Curtis' Farm, Bainton, Bicester, 11.30). **London Scooter.**—May 16: Theatre visit (meeting H.Q., 8). 18: Run and baseball match (9).

Manchester Ace.—May 18: Sherwood Forest (Sherwood's Garage, 10.15). 19: Table tennis (H.Q., 7.30). **Manchester Eagle.**—May 18: Sherwood Forest (Hazel Grove, 10). **Manchester Vagabond.**—May 21: Club night (Ladybarn House, 8.30). **Minster.**—May 19: Club night (H.Q., 8). **Mitcham.**—May 18: Frinton on Sea (Liberty Café, 9.30). **Morgan Three-wheeler.**—May 18: Ivinghoe Beacon (Henlys Corner, North Circular Road, 10.30).

North-East London.—May 18: Support Barnet and Edgware trials. 20: Meeting (31, The Grangeway, Winchmore Hill, 8). **North Lancashire.**—Secretary: W. A. Smith, The Shelling, Town End, Bolton le Sands, near Lancaster. **Northallerton.**—May 18: Scramble (Carlton Bank, Carlton in Cleveland, near Stokesley, 2.30). **Norwich Sidecar.**—May 18: Whipsnade Zoo (Shirehall, 8). 21: Meeting (H.Q., 8). **Norwich Viking.**—May 18: Sandringham (Boundary Stadium, 10.30). 21: Touring trial. **Norwood.**—May 18: Trial (Caterham roundabout, 10). **Nottingham Tornado.**—May 18: Support Five of Clubs competition. 21: Film show (H.Q., 8).

Perth.—May 18: Speed event. **Plymouth Touring.**—May 15: Rounders (Yelverton Rock, 17). Night trial (edge of moor, 11). 18: Scramble (edge of moor, 11). **Quickly.**—May 16: Meeting (Crown and Sugar Loaf, Garlick Hill, near Mansion House, London, 7.30).

Ravenbury.—May 18: Scramble (The Triangle, Ripley, 11). **Reading Scooter.**—May 20: Meeting (H.Q., 8). **Ribble Valley.**—May 16: Enrolment meeting (Petre Arms Hotel, Langho, near Blackburn, 8). **Ringwood.**—May 18: Support Portsmouth and Bridport scrambles. **Royal Enfield Owners.**—May 18: Road trial (H.Q., 10). **Rudge**

THE MOTOR CYCLE, 15 MAY 1958

Enthusiasts.—May 18: Run to Walton on the Naze cancelled; instead, annual rally (Curtis' Farm, Bainton, near Bicester, Oxford; London members meet Ace Café, Stonebridge Park, 9). **St Albans.**—May 18: Road trial (Town Hall, Barnet, 9). **Sidcup.**—May 15: Inquest on hill-climb (H.Q.). 18: Support Eltham grass-track racing (Perry Street lights, 11). **Somerton.**—May 20: Lecture (Red Lion, 8). **South Harrow.**—May 18: Support Barnet touring trial. **Southern Sporting.**—May 18: Pritch event (Denham Service Station, 10). 21: Tyre-changing competition (H.Q., 8). **Southern Triumph Riders.**—May 16: Scavenger hunt (H.Q., 8). 18: Support Triumph rally. **Streatham.**—May 17: Prizegiving supper (White Hart, Mitcham, 7.30). 18: Support Aldershot scramble. 19: Club night (Redifon). **Sunbeam** (Owners Section). —May 18: Whipsnade (eastern end, Bow Church, Bow Road, London, E.3, 10.30). **Surrey Sidecar.**—May 18: Road trial (Hand in Hand, Box Hill, 10).

Tenterden.—May 17: Preparation for novice trial (Stan Milton's, Woodchurch, 2). 18: Novice trial (Stonebridge Inn, Woodchurch, 11). **Trade Winds.**—May 17: Dance (Kings Head, Edmonton, 10). 18: Support Barnet trial. **Triumph Owners.**—May 18: All-Britain Rally (Meriden Works, noon). (Bedford). —May 15: Talk (H.Q., 8). (North London). —May 16: Discussion on rally plans (H.Q., 7.30). (Farnham). —A branch is to be formed in the Portsmouth area; riders interested should get in touch with L. Lindsay, 60, Leominster Road, Paulsgrove, Cosham, Hants. (Stockport). —All-Britain Rally (David's Garage, 7.45). (Warrington). —A branch has been formed. Meetings are held at Wilderspool Hotel, Wilderspool Causeway each Friday at 8. Secretary: J. Whitfield, 18, Fairfield Road, Stockton Heath, Warrington. (Wolverhampton). Road-safety quiz (H.Q., 8). **Triumph Owners of North West Kent.**—May 18: Joss Bay (H.Q., 9).

Vagabonds.—May 18: Treasure hunt (Bull's Head, 10). 19: General meeting (Bull's Head, 10). **Vincent-H.R.D. Owners** (Derby). —May 15: Club night (Osmaston Park Hotel, Derby, 8). (Mansfield). —May 15: Club night (William IV, Sutton Road, Oxford). —May 16: Club night (Bear and Ragged Staff, Cumnor). (South London). —May 17: Visit Avon fairing works (H.Q., 10). **Hogs Back** lay-by, noon; Winterslow, near Salisbury, 2. (West London). —May 19: Club night (Ickenham Community Centre, 8).

Waiting Association.—May 18: South Downs (9.30); also support Barnet road trial. **West Leeds.**—May 15: Meeting (H.Q., 8). 17: Gymkhana (Stammingley Park, 18). Main-road trial. **West London.**—May 15: Club night (H.Q., 8). 18: Felpham (Fox and Nichol, 10). **Wickham.**—May 16: Meeting. **Wigan.**—May 18: Rally (Clayton Brook Café, 10.30). **Witley.**—May 18: Aldershot scramble (Normandy, 12.30); grass-track working party (Worpleston). **West Midlands Amateur.**—May 18: Parnett Cup event (Batchworth Heath, 10). 19: Meeting (50, Manor Road). **Wood Green.**—May 16: Roller skating (Alexandra Palace, 8). 18: Grass-track racing (Alexandra Palace, 10.30). 21: Dancing lessons (Lordsip, 8).

THE CLUBMAN

Important Events are listed on page 615.

IN BRIEF

APPLICATIONS for space at this year's Paris Salon cannot be accepted after June 30; they should be addressed to R. C. Liebman, 168, Fleet Street, London, E.C.4. The Salon takes place from October 3 to 13.

DRIVERS of invalid carriages as well as motor cyclists and scooterists are invited to enter the second Road Courtesy Rally to be held at Ashton under Lyne, Lancashire, on Sunday, June 15. The Rally will be divided into two parts—one to test road courtesy over a 20-mile course and the other based on performance in tests on private ground. Entrance fee is 5s. Full details may be obtained from the Road Safety Office, Chester Square, Ashton under Lyne.

FORTY miles of the Northumberland coast are to be established as an area of outstanding natural beauty under a National Parks Commission order. The area is from just south of Berwick to Amble and includes Holy Island, which is the oldest monastic ruin in the country, the Farne Islands, a breeding ground for sea birds, and places of historic interest such as Bamburgh, Dunstanburgh and Workworth. Responsibility for preserving the area rests with the Northumberland County Council.

DURING the January-to-March period this year, 12,697 British machines were exported. The total was 430 fewer than in the similar period last year but the value of the machines together with parts at £2,202,246 was appreciably higher.

IN the five years since the training school operated by Cope's, the Midlands dealers, at Harborne was opened, nearly 10,000 customers have been taught to ride or drive. Within the next few weeks the 10,000th trainee will take a course; he will receive a prize of £50 or, if preferred, a free continental holiday. The presentation will

be made in July. (Training takes place on Saturdays and Sundays—and in the evenings during the summer months—and the nominal charge is 12s 6d.)

LATEST of the country's beauty spots to be chosen by the Automobile Association as a site for one of its bronze plaques is Pendennis Head, Falmouth, Cornwall. The plaque, on a plinth of Cornish stone quarried at Carmennell, enables tourists to identify easily such notable landmarks as St. Mawes Castle, Black Rock, Helford River, Manacle Point, Porthallow and the St. Anthony lighthouse.

WHAT DO YOU KNOW ?

ANSWERS to the scrambles quiz on page 610 are as follows:—1, Eddie Bessant. 2, John Draper in 1955. 3, 1958 (in April, when there were the Hants Grand National, Cheshire Moto-Cross, Hawkstone Scramble, Cumberland Grand National, Jackpot Scramble, Wexsex Scramble and Sunbeam Point-to-Point). 4, Brian Stonebridge (Junior in 1950, '52, '53 and '55; Senior in '53, Lightweight in '57). 5, Roger Wise (two races in 1956, one in 1946). 6, Horsham at the Smoke Jack clay pits). 7, Jeff Smith (in 1955, '56 and '57). 8, Rex Young. 9,

Triumph. 10, Hugh Viney. 11, Phil Nex. 12, Cotswold Scramble (in 1946). 13, Basil Hall. 14, Joe Johnson. 15, uncle (though Graham is several years younger than Les). 16, sand racing. 17, Graham Beamish. 18, Baines (organizer of the Mortimer scrambles and editor of the *Southern Centre Gazette*). 19, Dave Curtis (in 1955, '56 and '57). 20, Matchless (in 1956). 21, 248 competitors at Tunnel Hill, Pirbright). 22, Bob Foster. 23, Eric Fernihough. 24, Peter Taft. Picture answer, to prolong chain life: engine, clutch, gear-box and rear-wheel sprockets have all been increased in size to reduce chain loading.

15 MAY 1958

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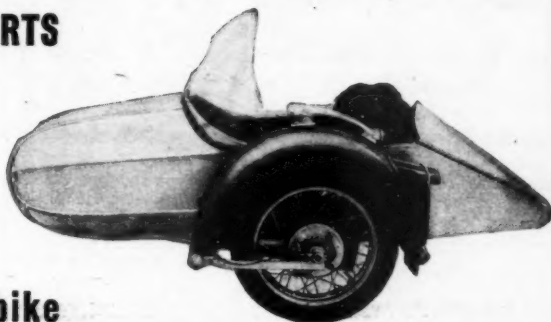
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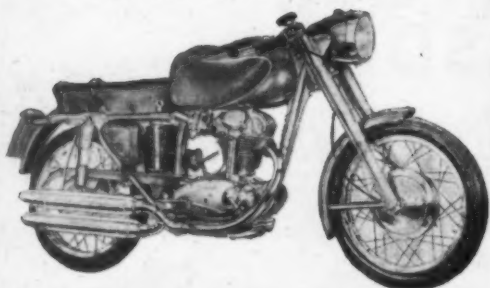
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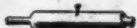
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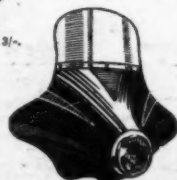


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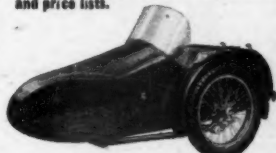
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| 1955 ROYAL ENFIELD 350 O.H.V. "Bullet" 1 owner, taxed, immaculate | £145 10 |
| 1956 B.S.A. 350 c.c. B318, s/arm, d/seat | £145 0 |
| 1955 B.S.A. 500 O.H.V. B338, s/arm, 1 owner. Ex. cond. | £130 10 |
| 1954 TRIUMPH 500 Speed Twin, Avon fairing, canvas carrier, etc. | £135 0 |
| 1953 A.J.S. 500 O.H.V., s/arm, sump, 2 owners | £129 10 |
| 1957 MATCHLESS 500 Twin G9, nice cond., d/seat | £115 10 |
| 1954 R. ENFIELD 350 O.H.V. "Clippers" 1 owner, taxed | £99 10 |
| 1951 TRIUMPH 500 O.H.V. Speed Twin, Avon fairing, s/bush, d/seat | £90 10 |
| 1952 VELOCETTE 350 O.H.V. M.A.C. ex. tyres and appearance, motor v. good, d/seat | £90 0 |
| 1957 B.S.A. 150 Bantam Major, 3,000 miles only, ss twr, w/scrn, d/seat, legshields, taxed | £89 10 |

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SELECTED USED COMBINATIONS

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|--|---------|
| 1955 ARIEL 650 c.c. Huntmaster, s/arm, with Canterbury Warrior s/car with brake and w.w. | £198 0 |
| 1952 B.S.A. 500 c.c. Star Twin, s/fr, w/scrn, Watsonian "Max-stroke" c/adult s/car | £149 10 |
| 1946 A.J.S. 500 c.c. Model 16, d/scr, w/scrn, c/adult sat. s/car | £89 10 |
| 1948 (reg.) HARLEY-DAVIDSON 750 c.c. Twin, C/A saloon | £85 10 |

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| 1957 LAMBRETTA 150 c.c., 1 owner, screen, carrier | £135 0 |
| 1956 ZUNDAPP 200 c.c. Bella, w/scrn, carrier, spare wheel, panniers, etc. | £129 10 |
| 1956 LAMBRETTA 150 c.c. Model LDB, 1 owner, Perpetex w/scrn, mirror, carrier, spare wheel | £125 0 |
| 1956 LAMBRETTA 150 c.c. Model LD, w/scrn, carrier, red and black | £119 10 |
| 1957 FRODOX 150 c.c., large w/scrn, carrier, 1 owner | £115 10 |
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| 1955 VESPA 125 c.c., v. good cond., 4122 model | £99 10 |
| 1955 LAMBRETTA 150 c.c. Model LD, w/scrn, carrier, 1 owner | £99 10 |
| 1956 VESPA 125 c.c. Many extras | £79 10 |
| 1955 N.S.U. 50 c.c. Quickly, 1 owner, w/scrn | £75 10 |



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| 1955 TRIUMPH 200 O.H.V. Tiger Cub, s/frams, d/seat, 11,000 miles only | £87 10 |
| 1953 B.S.A. 250 c.c. C11, s/frams, d/seat | £75 0 |
| 1957 JAMES 99 c.c. Comet, s/arm, as new | £60 10 |
| 1954 FRANCIS-BARNETT, 197 c.c., 10,000 miles only, d/seat, s/arm | £60 10 |
| 1952 VELOCETTE 200 c.c. 1 1/2 twin, shaft-drive, full enclosure. Ex. appearance | £69 10 |
| 1954 B.S.A. 150 Bantam Major, s/frame, d/seat, small mileage | £65 10 |
| 1954 NORMAN 125 c.c., d/seat, s/arm, 11,000 miles only | £60 0 |
| 1949 VELOCETTE 200 c.c. M.A.C., dual seat | £49 0 |
| 1956 NORMAN 49 c.c. Nippy, speedo, full-width hubs | £45 0 |
| 1956 HORTON 500 c.c. Dominator Featherbed frame, silver and chrome | £195 0 |
| 1958 VELOCETTE, 350 O.H.V. M.S.A. Avon Fairing, one owner, d/seat, s/arm, alloy motor | £149 10 |
| 1953 MATCHLESS 350 O.H.V. Avon Fairing, spot lights, s/arm, carrier | £119 10 |

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| 1955 VAUXHALL Velox, heater, one owner, gross | £565 0 |
| 1955 (mod.) VAUXHALL Wyvern, one owner | £565 0 |
| 1953 STANDARD 10, heater, one owner, black | £465 0 |
| 1950 (mod.) HILLMAN Minx, gross (Dec.) | £360 0 |
| 1953 FORD Popular, recond. engine, heater, black | £396 0 |
| 1948 FORD Prefect, black | £285 0 |
| 1951 VAUXHALL Velox, bronze, heater, good tyres | £355 0 |
| 1954 WOLSELEY 4/44, black, hir., taxed year | £565 0 |
| 1946 ARMYSTRONG HIDELEY Hurricane Coupe, beige, heater, synchromesh gears, very smart | £285 0 |
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| 1957 POWERDRIVE 3 wheeler, red, 322 c.c. twin two stroke, 9,500 miles, one owner, taxed | £285 0 |
| 1947 SINGER Super 10, black, specimen cond. | £265 0 |
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THE MOTOR CYCLE CLASSIFIED ADVERTISEMENTS

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For the issue dated

MAY 29th

will close for press

1st POST FRIDAY,

MAY 23rd

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COMERFORDS for Adler from stock—Portsmouth Rd., Thames Ditton, Surrey. Embrook 5531. [C1006]

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [C1017/R]

G. P. BALHAM, Ltd., offers:—

1955-6 (Oct.) A.J.S. Model 50 500cc Twin, £15 extras in 100% immaculate condition, any trial. [C1015/R]
2 and 2c. Balham Hill, S.W.12, Battersea 1107-8 (100 yds from Clapham South Underground). [C1091]

1956 A.J.S. 16MS 350cc ohv, awning arm, immaculate condition; £169/10. [C1115/R]

1953 A.J.S. 16M 350cc ohv, fitted with Swallow Tudor saloon sidecar, just like new; £169/10. [C1115/R]

SCOMBES OF NEASDEN!!! for your new A.J.S.; terms and exchanges—259-371, Neasden Lane, N.W.10, Gladstone 3555-46 lines. [C1115/R]

T. W. KIRBY MOTOR CYCLES, Ltd., your A.J.S. specialists, 10, Ronto Corner, Hornchurch, Tel. 8785. [C1014/R]

WHITE & MARTIN for your new A.J.S.; part exchanges, h.p.—18, Ashfield Parade, Southgate, N.14, Pal. 1035. [C1019/R]

7R 1950 A.J.S., good condition, spare sprockets, fast roadburner, £145; fair bargain, exchange considered.—Box 6104. [C1136/R]

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges.—12-13, Ealing Rd., Wembley 2150. [C1136/R]

POTNEY AUTOS for your new A.J.S.; immediate delivery, terms and exchanges.—263, Putney Bridge Rd., S.W.15, Put. 1186. [C1136/R]

HARRY NASH 12½% off last few 1957 models; all 1958 models in stock; 24 months h.p.—391, King St., Hammersmith, W.6, Riv. 2837-8. [C1090/R]

WHITBYS OF ACTON—New models in stock, exchanges, h.p., spares.—263-273, Acton Vale, London, W.3, She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

COMERFORDS for A.J.S., new and second-hand, 1,000 machines in stock; send for lists—Portsmouth Rd., Thames Ditton, Emb. 5531 (6 lines). [C1136/R]

139 n.s.—A.J.S. 1955 (registered 1956) 499cc ohv, dual seat, legshields etc., one careful owner; free tax and insurance; terms, exchanges.—Rowland Smith, below. [C11006]

39 n.s.—A.J.S. September 1946, 350cc ohv, dual seat, crashbar, terms, exchanges, list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. [C1114/R]

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COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. [C1136/R]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.F. accounts settled. We pay carriage—895-921, Fulham Rd., S.W.6, Renown 6174. [C1105/R]

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| Mobyette, '57, 48 Master Moped | £119 10 |
| Mobyette, '57, 48 de Luxe Moped | £125 10 |
| Bown, '56, 49 de Luxe Moped 2-speed | £220 10 |
| N.E.U., '56, 49 Quickly de Luxe, 2 speed | £220 10 |
| Excelsior, '54, 58 2-speed Villiers Autocycle | £220 10 |
| N.E.U., '57, 49 Quickly Moped, 2 speed | £230 10 |
| N.E.U., '57, Dandy Scooterette, preselector | £40 10 |
| N.E.U., '57, 49 de Luxe Quickly Moped | £40 10 |
| Mohrman, '57, de Luxe auto grasscutter | £40 10 |
| H.M.W., '57, 49 Super Sports, 2 speed, springer | £40 10 |

LESS TO PAY

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| Alpine, '57, de Luxe Scooter, 3 speed | £50 10 |
| Vespa, '55, 125 de Luxe Scooter, screen | £59 10 |
| Piaggio, '57, 125 de Luxe Scooter, screen, svt. wheel | £79 10 |
| Moby, '57, 125 de Luxe Scooter, spare wheel | £79 10 |
| Lambretta, '55, 125 LD de Luxe Scooter, screen | £89 10 |
| Zundapp, '55, 150 Bella de Luxe Scooter, screen | £89 10 |
| Vespa, '55, 125 New World Scooter, screen | £89 10 |
| Zundapp, '55, 200 Bella de Luxe Scooter | £99 10 |
| Rom, '56, 125 Little Ant Twin Scooter | £99 10 |
| Lambretta, '55, 125 LD de Luxe Scooter, screen | £99 10 |
| Rom, '57, 150 New World de Luxe, screen | £109 10 |
| Lambretta, '56, 150 LD de Luxe Scooter, screen | £109 10 |
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| Zundapp, '55, 150 Bella de Luxe Scooter, screen | £129 10 |
| Lambretta, '57, 150 LD Mk. 3 Luxury Scooter | £135 10 |
| N.E.U., '57, 150 Prima de Luxe Scooter, self starter | £140 10 |

| SCOOTERS | Cash Price |
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| James, '55, 98 Villiers Comet de Luxe, 2 speed | £45 10 |
| B.S.A., '54, 125 D1 Bantam, springer | £45 10 |
| Velocette, '53, 200 L.E. water-cooled Twin, springer | £49 10 |
| B.S.A., '51, 150 D1 Bantam Major, springer | £49 10 |
| Tadpole, '53, 197 Villiers de Luxe, springer | £59 10 |
| B.S.A., '53, 120 D1 Bantam Major, springer | £59 10 |

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KEYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return—9-10, Bond St., Ealing, W.5, Eal. 2367. [C1075/R]

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AMBASSADOR

AMBASSADOR—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 5153-5. [C1098/R]

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1052/R]

GIFFS OF SOUTH HARROW for new Ambassadors, terms, exchanges.—568, Northolt Rd., Byton 2484. [C1055/R]

IMMEDIATE delivery of Ambassadors—F. W. Clark, 560-562, London Rd., Thornton Heath, Tel. The 4997. [C1165/R]

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton, Emb. 5531 (6 lines). [C1006]

CLAUDE RYE, Ltd., for your 1958 Ambassador, a 1 models in stock, immediate h.p., ride away in 10 mins.—895-921, Fulham Rd., Fulham, Ren. 6174. [C1105/R]

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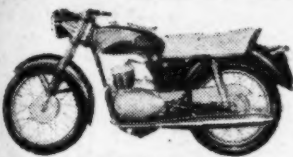
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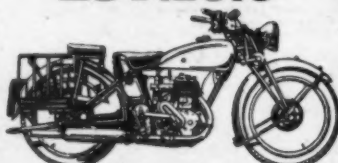
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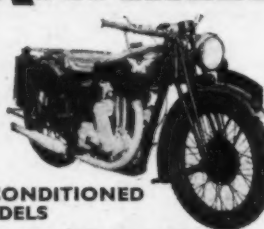
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| 74 R.N.W. Isotta 200 | £389 |
| 75 RELIANT Robin Cruiser, Heater, 3,000 miles | £339 |
| 76 KESSER-SCHMITT R.R. 200 de luxe, 100 miles | £299 |
| 77 RELIANT Regal Hardtop, Ex. condition | £319 |
| 78 RELIANT Regal Coupe | £289 |

| VANS | |
|--|------|
| 71 AUSTIN A35 van, Green, 11,000 miles | £369 |
| 72 AUSTIN A30 van, Blue, 1 owner | £339 |
| 73 AUSTIN A40 van, Windows, Heater | £329 |
| 74 FORD Equite, Green, Heater | £469 |
| 75 FORD 16 cwt. Van, 2-tone | £289 |
| 76 MORRIS Minor Traveller car, 7,000 miles | £289 |
| 77 FRAMES 5 cwt. Green, 10,000 miles | £349 |
| 78 FRAMES 5 cwt. Heater, Low mileage | £309 |

NEW 1958 CARS
AGENTS FOR: Austin, Ford, Hillman, Humber, Jaguar, Morris, M.G., Riley, Rover, Singer, Standard, Sunbeam, Triumph, Wolseley. ALL MODELS FOR IMMEDIATE OR EARLY DELIVERY.

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FOR IMMEDIATE DELIVERY: Austin A35, A30, Commer and Exports, Thames 5 and 7 cwt., choice of colours, Morris J2.

NEW MINICARS
AGENTS FOR: C. R.M.W., Bond, Goggomobil, Heinkel, Messerschmitt, Reliant. All models in stock in variety of colours.

LATEST LIST OF CARS BY RETURN

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone: BR1 6251. Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.

DIANA
GODFREYS, Ltd. for Diana, all depots.—See display advert (C1052/R)
CLAUDE RYE.—Immediate delivery new Diana, choice of colours, terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (C1105/R)
SLOCUMBS OF NEASDEN!!! for your new Diana, terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)
PUTNEY AUTOS, Ltd., main agents for your new Diana, terms; exchanges.—263, Putney Bridge Rd., S.W.15 Put. 1186. E.C. Thurs., 1 p.m. (C1138/R)

D.K.R.
COMERFORDS.—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton (C1006)
G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. D.K.R. Dove main dealers. (0093)
SLOCUMBS OF NEASDEN!!! for your new D.K.R.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)
CLAUDE RYE.—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

MEETENS for D.K.R.-Villiers scooters—the all-British "Wolverhampton Wanderers"—for immediate delivery 150cc Dove, 150cc Pegasus, self starter, and 200cc 4-speed self-starter Defiant types, and in a choice of colours, lowest and longest h.p. terms, exchanges; free expert tuition, backed by the finest Villiers specialists in the industry.—Meetens The Real Two-stroke Specialists, Shannon Corner, New Malden 3110. Lists free. (C1203)

D.M.W.
COMERFORDS for D.M.W. Dolomite trials twin from stock; 50 other competition models, new and second-hand.—Portsmouth Rd., Thames Ditton, Embrook 5531. (C1006)

MEETENS for D.M.W. call and inspect the latest 250cc Dolomite Trials twin just out—a really superb competition job which like its sports brothers is fitted with the famous Villiers T2 twin unit; £194/12/2 or only £65 deposit by h.p.; full range twins and singles for immediate delivery, also the famous Bambi scooter, £110/8, or only £37/8 deposit by h.p.; Villiers unbeatable service; trade supplied.—Meetens, Shannon Corner, New Malden 3110. (C1203)

D.O.T.
DOT CYCLE & MOTOR MANUFACTURING Co., Ltd., Manchester, 13, Tel. Blackfriars 5472-3-4. (0222/R)
COMERFORDS.—1958 Dot works replica; delivered from stock; 50 other competition models new and second-hand.—Portsmouth Rd., Thames Ditton, Embrook 5531. (C1006)

DOUGLAS
£79.—1953 Mark V 350cc twin new dual seat, pan-tainers, outstanding condition, tax year 1958.
ES MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. (C1031)
GODALMING.—G. D. Brown is the Douglas specialists; sales and service; satisfaction assured.—12, Meadrow, Tel. 412. (C1016/R)
RENNO'S.—Real bargain. 1950 350cc Douglas twin, swinging arm, telescopic forks, dual seat, recent overhaul. £595 or terms.—217, Hornsey Rd., London, N.7. Arc. 5368. (C1104)

DOUGLAS WANTED
WE pay £10 more for Douglas; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading, Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1059)

DOUGLAS SPARE PARTS
CLAUDE RYE, Ltd.—Full range of spares for the T35 model, immediate c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

DOUGLAS VESPA
GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. (C1052/R)
WHITBYS.—Vespa specialists, new and second-hand, 273, Acton Vale, London, W.3. Ebe. 5355. (C1126/R)
A GATTO.—Immediate delivery, 1/2 dep., exchanges.—206-212, Garratt Lane S.W.18. Bat. 4364. (0095/R)

WALTON-ON-THAMES MOTOR CO., Ltd. (main agents), Bridge St., Walton-on-Thames 220. (0261/R)
ELEANOR MOTORS for Douglas Vespa; terms, exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. (0234)

SLOCUMBS OF NEASDEN!!! for your new Vespa; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)
LEDA Scooters.—Immediate delivery all models, part exchange, h.p. terms, service after sales.—Morden Court Parade, Morden, Surrey, Mit 4466. (0054/R)
85 c.c.s.—Douglas Vespa, 1956, 125cc, 421.2, piston, very good condition; free tax and insurance; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

DOUGLAS VESPA WANTED
GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)
ROWLAND SMITH'S, the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

PRIDE & CLARKE LTD
237 BRIXTON HILL
S.W.2.

**SUPERB SELECTION
CAR & MOTORCYCLE
BARGAINS**

| COMBINATIONS | |
|---|---------|
| 76 B.S.A. 650 c.c. Golden Flash, alarm, fitted | £200 10 |
| 77 Watsonian Aconit 500 c.c. sidecar, matching colours | |
| 78 HORTON 500 c.c. 198, alarm, screen, etc. | £190 10 |
| 79 PANTHER 600 c.c. Mdl. 100, fitted Watsonian Warwick D/A sal. sidecar on VGT1 chas. with brake | £160 10 |
| 80 PANTHER 600 c.c. O.H.V. mdl. 1,600, fitted Watsonian Aconit 500 c.c. sidecar, matching colours | £150 10 |
| 81 A.J.S. 500 c.c. 188, alarm, fitted Watsonian Aconit 500 c.c. sidecar | £130 10 |
| 82 VIKING 1,000 c.c. Black Shadow, fitted Blackwell C/A saloon, alarm on Blackwell safety chassis | £110 10 |
| 83 B.S.A. 650 c.c. Golden Flash, fitted Watsonian Warwick dual seat saloon sidecar | £90 10 |
| 84 TRIUMPH 500 c.c. Spd. Twin, fitted CJA sal. sidecar on VGT1 chassis | £90 10 |

SOLOS
75 HORTON 600 c.c. Dominator 99, alarm £220 10
76 ARIEL 650 c.c. Huntmaster Twin, alarm £140 10
77 VESPA 125 c.c. Scooter, fitted carrier and windscreen £100 10
78 TRIUMPH 200 c.c. Tiger Cub, springer £90 10
79 B.S.A. 150 c.c. Bantam Major, springer £50 10
80 TRIUMPH 500 c.c. Speed Twin, sidecar £50 10

AMAZING BARGAIN
Unregistered 500 c.c. R.V. Ex-W.D. 16H HORTON, Low mileage models. Cash Price £39.10.0 or £13.10.0 deposit and 24 monthly payments of £1.8.0

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| 71 AUSTIN A30 2-door saloon, heater | £399 |
| 72 AUSTIN A40 Somerset sal., heater | £440 |
| 73 AUSTIN Sherline sal., radio, htr. | £249 |
| 74 AUSTIN 8 saloon, excellent condition | £239 |
| 75 FORD Popular saloon, 1 owner, as new | £369 |
| 76 FORD Prefect de luxe saloon, heater | £479 |
| 77 FORD Zephyr saloon, heater, 1 owner | £499 |
| 78 FORD Anglia saloon, heater | £419 |
| 79 FORD Popular saloon, indicators | £299 |
| 80 FORD Prefect saloon, heater, green | £279 |
| 81 HILLMAN Minx Mk. VI saloon, htr. 1 owner | £249 |
| 82 HILLMAN Minx saloon | £269 |
| 83 MORRIS Minor saloon, heater, seat covers | £219 |
| 84 STANDARD 8 sal., heater | £239 |
| 85 STANDARD Vanguard saloon | £199 |
| 86 STANDARD 12 saloon, black | £239 |
| 87 STANDARD 18 sal., recently resprayed | £199 |
| 88 VAUXHALL 14 saloon, J. type | £190 |

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76 BOND Family model 10,000 miles £249
77 RELIANT Regal convert., 13,000 miles £250

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GEORGE CLARKE pay most for Francis-Barnett—
675 Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

WATKINSON MOTORS.—Two prices for Francis-Barnett—136, Stockwell Rd., S.W.9. Brixton 3086. (W1174/R)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts and we pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

We pay £10 more for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 28-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Brixton 3086. (S1174/R)

HOVE STREET GARAGE, Ltd.—Genuine spares; H.P. car, c.o.d., trade.—414, Hoe St., W.20. E.17. Tel. Cop. 1710. (S279)

KAYS OF EALING, Ltd., Francis-Barnett spare parts at 100, Ealing Rd., Ealing. W.5. Tel. 2387. (S1075/R)

GILERA

175ccs.—Gilera 1958 175cc ohv, extra model, run 5,210 miles only, cost about £220; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

DRIDE & CLARKE, main agents.—175cc sports, 1958/1959; 4, deposit, immediate acceptance, 24 monthly payments; tax and insurance included in price; exchange; catalogue free.—158, Stockwell Rd., S.W.9. Brixton 3086. (C1068/R)

GREEVES

REEVES MOTOR CYCLES, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 281. (C1006)

Full thrill of a lifetime when you own the new 150cc Fleetwing twin; send your address for details. (C1012)

ARCHER OF ALDERSHOT, for Greeves, etc.; spares and service.—Victoria Rd., Tel. 323. (S1064/R)

SCOMBES OF NEASDEN!!! for your new Greeves; terms and exchange.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

£169.—1955 250cc Anzani twin, s/arm, springer, dual seat, fast, showroom condition through—
ES MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. (C1031)

COMERFORDS for Greeves, 20 T.A. Scottish trials, from stock; exchange.—Portsmouth Rd., Thames Valley, Emmerbrook 5531. (C1006)

GREEVES Main Dealers.—New models available, immediate delivery.—G.P. Balham, 2b, 2c & 137, Balham Hill S.W.12. Battersea 1107, ext. 4. (C1091)

HARLEY-DAVIDSON

HARLEY DAVIDSON, 1st class condition; £70, with 110ccar.—Victoria 2965 after 7. (S1773)

1957 regd., rebuilt 1000cc ohv model, finished black and white with all genuine fittings; incl. super Buddy seat, late type panniers, £310; either available, all guaranteed by F. H. Warr, Ltd., 61, Kings Rd., Fulham, W.6. Renown 2354. (C1001)

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CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

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CLAUDE RYE, Ltd.—Huge stocks of brand new ex-W.D. Indian spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

JAMES

NORTH London.—Tele Autos for James sales and service.—18, Turnpike Lane, N.8. (S123/R)

ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd., Tel. 323. (S1071/R)

JOHN SURTEES, West Wickham, Kent, for your James.—Spring Park 3700. (C1145)

WHITBYS OF ACTON.—Immediate delivery of new models.—273, Acton Vale, London, W.3. Shep. 5355. (C1128/R)

SCOMBES OF NEASDEN!!! for your new James; terms and exchange.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

YOU'LL do better on a James from Pankhurst of Hammersmith; all models; service, terms and exchange.—314, King St., W.6. Tel. Riverside 1401. Open every week-day to 8 p.m. (C1136)

METTES for James; Shannon Corner, New Malden, for every new 1958 model from the sturdy Comets 238/11/1 to the powerful, speedy Commodore 350, £180/17/9; send for lists free, or call for a chat about your new machine for Whitbys; we offer the lowest, longest permissible hire purchase terms and will give individual quotations to cover the whole transaction—no extra! Free expert tuition, fair exchange and immediate delivery; James and Villiers, unbeatable spares service; trade supplied.—Tel. 3110. (C1203)

JAMES WANTED

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts and we pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

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SPECIAL CLEARANCE OFFER TO CALLERS ONLY

The following machines must be cleared to make room for new stock now arriving. Some need slight repairs.

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| ARIEL, '52, V.H., 500 c.c. O.H.V., S/F..... | £45 |
| ARIEL, '54, Colt, 200 c.c. O.H.V., S/F, d/st. | £45 |
| B.S.A., '50, D1, 125 c.c., choice from..... | £29 |
| B.S.A., '46, C10, 250 c.c. S.V., teles., 3 speed | |
| change..... | £29 |
| B.S.A., '54, C10L, 250 c.c. S.V., choice from | |
| B.S.A., '52, C11, 250 c.c. O.H.V., s/frame..... | £59 |
| B.S.A., '54, C11G, 250 c.c. O.H.V., s/frame | £79 |
| JAMES, '52, Autocycle, 98 c.c. Villiers..... | £15 |
| R. ENFIELD, '53, Ensign, 150 c.c., s/frame, | |
| choice from..... | £29 |
| R. ENFIELD, '54, Clipper, 250 c.c. O.H.V. | |
| Smart..... | £29 |
| R. ENFIELD, '50, Bullet, 350 c.c. O.H.V., | |
| s/arm..... | £45 |
| DOUGLAS, '48, 350 c.c. Twin, S/A, d/seal | |
| PANTHER, '53, 65, 250 c.c. O.H.V., d/st. | £75 |
| TRIUMPH, '54, Tiger Cub, 200 c.c. O.H.V. | |
| S/F, d/seal..... | £49 |
| N.S.U., '55, Quickly, 49 c.c., 2 speed..... | £29 |
| ROBIN, '56, Moped, 49 c.c., 2 speed..... | £35 |
| RALEIGH and Cyclemaster, rear wheel, | |
| smart..... | £10 |
| INDIAN, '55, Brave, 250 c.c. S.V., d/seal.... | £35 |
| SUN, '55, Cyclone, 225 c.c. Villiers, s/arm | |
| GREEVES, '56, Fleetstar, 197 c.c. Villiers, | |
| 9E, 4 speed..... | £99 |

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HAVE 350 NEW 1958 MODELS

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Hours of Business: 9 a.m.—7 p.m. weekdays
Saturdays 6 p.m.

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JAMES SPARE PARTS

KAYS OF EALING, Ltd., James spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

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J.A.P. engines and spares; world's largest distributors.—Alex Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2752. (C1066/R)

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NORMAN STOKES MOTOR CYCLES.—The Jawa-CZ specialists for your new 1958 Jawa, immediate delivery; terms and exchange.—Vernon Street Corner, Wellingtonborough Rd., Tel. Northampton 1309. (T448)

NORTHAMPTON SCOOTERS, Ltd., for all the leading makes of scooters, including the new Jawa Cezeta 175cc, immediate delivery.—154, Wellingtonborough Rd., Northampton, Tel. 1309. (T449)

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingtonborough Rd., Northampton, Tel. 1309. (C1066/R)

LAMBRETTA

LAMBRETTA.—Sole concessionaires U.K. Lambretta Concessionaires, Ltd., Head office and sales, Beverley Works, Kingston Hy-Pass, 3 W.20, East, Corner, 7721, Service station, 213/219, Broadway, Wimbledon S.W.19. Tel. Liberty 7621. Spares and accessories, 424/426, Kingston Rd., Haynes Park, S.W.20. Tel. Chertwood 2204. (W475/R)

SPEEDWAY OF ACTON

1958 LDB Mark III, 150cc, host of extras, 3,000 miles. £149/10.

1955 LD 150cc, screen, pillion; from £89/10.

1956 LD 150cc, screen, pillion, etc.; from £109/10.

1957 LD 150cc, many extras; from £119/10.

DOZENS of used scooters always in stock with three months' guarantee.

EVERY new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. (C1121)

ROWLAND SMITH'S for Lambretta.

NEW models in stock.

FREE tax and insurance with second-hand scooters.

132ccs.—Lambretta April 1957, 150cc LDB, off white and red, windshield, pillion, luggage carrier, one owner, 5,466 miles; choice of 3; terms, exchange.—Rowland Smith, below.

79ccs.—Lambretta September 1954, 125cc LD, battery lighting, pillion, windshield, spare wheel, many other extras; choice of 4; terms, exchange.—Rowland Smith, below.

49ccs.—Lambretta 1957, 49cc, 2 speeds, spring frame, red finish, very carefully used, excellent condition; choice of 2; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 Lambretta LD150, 2,000 miles only, many extras; £139.

We have a very large selection of new and used scooters, immediate delivery; Bicycles in part exchange, your cycle could be your deposit.—Brixton 6555. (C1122)

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. (C1082/R)

LAMBRETTA.—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4249 Preston. (W004/R)

LAMBRETTA 1955 150cc, 12,000 miles; £100.—Tel. Regent 7272, extension 254. 9 a.m.—6 p.m. (T783)

ELEANOR MOTORS for Lambretta, terms, exchange.—265, Mare St., Hackney, E.8. Amherst 5134. (S1032)

WHITBYS for bargains in used Lambrettas.—273, Acton Vale, London, W.3. Shep. Bush 5355. (C1128/R)

HUDDERSFIELD.—Lambretta, immediate delivery ride out; walk in and ride out; exchange, terms.—Arnold Moore, Oxford St. Garage. Tel. 3483. (W046/R)

ELEANOR MOTORS (STADIUM, Ltd.), for your new Lambretta; terms, exchange, spares, repairs.—98-106, Lea Bridge Rd., Clapton, E.5. Amherst 6806. (S024)

WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories, h.p. terms; part exchange, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. (C1052/R)

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, service, repair.—123-4, Midway Parade, Cranbrook Rd., Barking, Ilford. Tel. Val. 0191. (C1119/R)

NEW Lambrettas from £25/19/2 down, 24 instalments £2/4/8 (cash price £71/17/6); reduced hire purchase and insurance rates.—H. A. Saunders, Highfield, London, N.W.11. (S035)

YOU'LL do better on a Lambretta from Pankhurst of Hammersmith; all models and colours; service, terms and exchange.—314, King St., W.6. Tel. Riverside 1401. Open every week-day to 8 p.m. (C1136)

15 MAY 1958

THE MOTOR CYCLE

(Supplement ix) 39

MAICO

The north eastern's largest distributors: we can definitely give immediate delivery 250 and 275 models. Maicomobil and 400 Tairun motor cycle—Ken Blakey, 58, Anaby Rd., Hull 16420. (0026/R)

MASERATI WANTED

MASERATI 1957 250cc model T4 wanted—Kirk Cable Lubricators, Heathside Rd., Norwich. (7778)

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. (0108/R)

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 Matchless Super Clubman 600 Twin and Canterbury Warrior sidecar, brake, fairing, many extras, immaculate; £269.

1953 Matchless G8S, 500, swinging arm, excellent; £119.

1956 Matchless G8LS 350, swinging arm, as new; £159.

1955 Matchless G8LS 350 swinging arm, immaculate; £149—Brixton 6555. Terms and ex- (C1122)

changes.

MITCHELL ERSKINE, Ltd. (Palmer's Green), offer—

IMMEDIATE delivery, one only, new Matchless 1 GILGSR 600 twin, very high performance motor, stamped pipes in full road trim; £299/8, other models available.

ONE third deposit, balance 12-18-24 months.

15 Green Lanes, Palmers Green, N.13. Bowes Park 5222 and 4976. (7799)

1955 Matchless G8LS 350cc ohv, swinging arm, choice of 4 clean models from £149/10.

1956 Matchless G8GS 500cc ohv, swinging arm, nice condition; £179/10.

LOOKERS OF NEASEN!!! for your new Matchless terms and exchanges—239-271, Neasean Lane, W.10. Gladstone 3355—8 lines. (C1115)

JOHN SUTTES, West Wickham, Kent, for your Matchless—Spring Park 3700. (C1145)

ARCHER OF ALDERSHOT for Matchless, etc. spares and service—Victoria Rd. Tel. 323. (0363/R)

POTNEY AUTOS for your new Matchless; immediate delivery: terms and exchanges—263, Putney Bridge Rd., S.W.15. Put. 1168. (C1133/R)

WHITAKERS OF BLACKPOOL for your new Matchless, immediate delivery: from stock—19, Cookson St., Blackpool. Tel. 24822. (C1139)

WHITBY OF ACTON—New models in stock; exchanges, h.p., spares—263/273, Acton Vale, London, W.3. She. 5555 (Showrooms; She. 5785 (Spares) (C1128/R)

1954 G9 Matchless, excellent condition, mileage under 12,000, unused past 18 months, panniers, leathers and riding gear, untaxed, un- (C1128/R)

1956 Matchless G11 600cc twin, 13,000 miles, 5/4, arm, superb condition, many extras including crash bars and Craven panniers, 2 complete riding suits, new Belfast Black Prince, helmets, etc., one complete h.p. can be arranged; £205 o.b.o.—Karamia, Darcy Close, Hutton, Essex. (Brentwood 4489.) (7764)

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers—Hamstead High St., London, N.W.3. Ham. 6041. (C1133/R)

GEORGE CLARKE pay most for Matchless—274, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage—895-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

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Newington, nr. Cheltenham. Cleve Hill 274. [17769]

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ROWLAND SMITH'S for Panther.

New models in stock.

FREE tax and insurance with second-hand motor
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145ccs.—P. & M. Panther, May 1953, 600cc 2-port
ohv combination, 2-seater saloon, dual seat,
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Rowland Smith, Hempstead (Tube). N.W.3. Ham. 6041. [C1114]

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1957 Panther 250 twin, as new; £125.

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GEORGE CLARKE (MOTORS), Ltd., the Panther
specialists, for new and used models.—275, High
St., Acton, W.3. Acton 6543. [C1018/R]

SLOCOMBES OF NEASDEN!!! for your new Panther:
terms and exchanges.—239-271, Neasden Lane,
N.W.10. Gladstone 3555-8 lines. [C1115]

1958 Panther 250cc S/A, May 1957 Surrey saloon
sidecar, as new.—Max's Motorcycles 5
Caversham Parade, Park Royal, W.3. Park Royal 4090. [17790]

WHITTAKER'S OF BLACKPOOL for your new
Panther; immediate delivery from stock; also all
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2438. [C1139]

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5535. [17772]

RAPID MOTORS.—Every Panther available from
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Whiteley, Surrey. Updown 0895. [C1162/R]

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GEORGE CLARKE pay most for Panther.—276,
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ROWLAND SMITH'S the Panther buyers.—Hav-
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WE pay £10 more for Panther; H.P. accounts set-
tled, cash balance immediately; we pay your fare
home.—Ride it to Kingsway Motors, 26-30, Caversham
Rd., Reading, Open 9 a.m. to 9 p.m., 6 days, Sundays
11 a.m. until 5 p.m., Tel. Reading 2237. [W1039]

PANTHER SPARE PARTS

GEORGE CLARKE, Ltd., largest stockists in England;
c.o.d. by return.—75, New Park Rd., S.W.2. Tulse
Hill 3211. [S1019/R]

PANTHER spares, c.o.d. by return, nearest agent
to Panther works.—Newton Motors, 397, Manchester
Mk. Bradford 29715. [17582]

JOLLY & KNOTT, Panther spares specialists, largest
stock in London; c.o.d. by return.—Please note our
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6041. [C1114]

G.H. CYCLES, Harrow Weald, 423, High Rd., Harrow
6838. Phoenix main dealers. [C1019]

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PIATTI.—Loxhams Motor Cycle House; exchanges;
h.p. terms.—Tel. 4242 Preston. [C0049/R]

METERN'S Shannon Corner, New Malden, for im-
mediate delivery of the real value-for-money
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- '67 B.S.A. A10, 650 Twin, alarm, alarm, alarm, alarm, alarm. Match-
ing Wat. Maxstone large dia full-die, alarm, alarm, alarm. £269
- '67 NORTON, Mod. 7, 500 Twin, Black Silver, dia. front
brake, alarm, alarm, alarm, alarm, alarm. Matching
sugar, alarm, alarm, alarm, alarm, alarm. Bargain at £179
- '67 B.S.A. 301, 600 cc, alarm, alarm, alarm, alarm, alarm. Wat-
sonian dia dia in matching colour, sprung wheel,
brake. Choice of 3 around £179
- '67 PANTHER, Mod. 100, 600 cc, bike, dist., alarm, '56
matching Bunsar Devon full-die, alarm, alarm, alarm. £159
- '67 B.S.A. C101, 250 cc, alarm, alarm, alarm, alarm, alarm. Two-
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carburettor service; jets, needles, slides and spares
for RN, GP and TT carburettors.—270, West Hendon
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100% Royal Enfield specialists and main dealers.

1958 models and new Crusader Airflow on show.

£165.—1957 250cc Crusader de luxe s/arm springer,
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£89.—1955 250cc Clipper s/arm springer, dual seat,
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New and used Royal Enfields; send for lists.

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[C1031]

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FREE tax and insurance with second-hand motor
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175ccs.—Royal Enfield twin, 1955, 496cc ohv com-
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Rowland Smith.—Beiw.

72ccs.—Royal Enfield, 1950, 500cc ohv combination,
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WE pay £10 more for Royal Enfield; H.P. accounts
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[W1039]

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[S1031/R]

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1955 Sunbeam twin September 1951, 57, mist green, almost brand new; free tax and insurance; terms, exchanges.-Rowland Smith, Hampstead (Tube) N.W.3. Ham. 6041. [C1114]

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SUNBEAM WANTED

ROWLAND SMITH'S, the Sunbeam buyers.-Hampstead High St., London. N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Sunbeam.-279, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

WE pay £10 more for Sunbeam; H.P. accounts settled, cash advance immediately; we pay your fare home.-Ride it to Kingsway Motors, 26-30, Chesham Rd., Reading. Open 9 a.m. to 9 p.m., 6-days Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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HARRY NASH.-Huge stock 58, 57 spares; c.o.d.-391 King St Hammersmith, W.6 Riv 2837. [S1090]

HUMPHREYS official Sunbeam spares stockists, for post-war models, c.o.d.-122, Hampstead Rd., N.W.1. Eus. 6536. [S1058/R]

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.-363-5, London Rd., Mitcham, Tel. 0829. [C116/R]

KAYS OF EALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return.-8-10, Bond St., Ealing, W.5. Eal. 2387. [C1075/R]

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.-25, Courtyard, Eltham, S.E.5. Tel. Eit. 2009 and 4840. [S1056/R]

GODFREY'S, Ltd.-57 and 58, Sunbeam spares stockists, c.o.d.-226-234, London Rd., Croydon. Gro. 5641; 208, Great Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate E.7. Gra 1234. [S1052/R]

WILL LORD (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics, trade supplied.-115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. [O532/R]

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RAPID MOTORS offer the amazing 125cc Terrot with preselector gear box, 140mpg, winner of the Monte Carlo Scooter Rally Trophy, for immediate delivery; price £159/10/5 including parking lights, spare wheel, pillion, etc.; demonstration model available.-269, Haydon's Rd., Wimbledon. Cherrywood 5802-3. [C1162/R]

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1956 197cc Dot scrambler with road equipment; £59/10. [S910]

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TRIALS AND SCRAMBLES

59gms.-Francis-Barnett 1955 197cc scrambles model, swinging arm, 4 speeds; terms, exchanges; list; open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

PALMER'S.-Immediate delivery of Greeves Scottish Trials and Hargreaves Scrambles models; also 1950 Greeves Scottish Trials, a new £155; exchanges and terms.-81, Stanley Rd., Teddington. Molesley 1666. [C1009]

COMERFORDS for trials and scrambles machines, delivery from stock. Greeves, Ariel, Norman, B.S.A., Dot, good s/h models bought for cash; deal with the recognised competition specialists.-Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

MEETENS for really quick two-strokes, of course! The recently introduced Francis-Barnett Scrambler 82 with 250cc A.M.C. specially tuned unit, 1193/7/3, the D.M.W. Scottish Six with the 1500 250cc Villiers twin, 1194/12/2, The Panther Sports 35" with a high-compression special Villiers 250cc (twin and lighting), 1198/19/6 are all "specials" designed and prepared for their respective work and offered for immediate delivery from Meetens, the trial stroke specialists with nearly 50 years' experience; terms, exchanges.-Shannon Corner, New Malden (S110). [C1201]

TRIUMPH

A WHITEBYS OF ACTON.-Biggest dealers in the Home Counties for Triumphs: immediate delivery, all exchanges.-273, Acton Vale, London W.3. Sha. 3365. [C1128/R]

HARROVIAN GARAGE

TRIUMPH Thunderbird 1956, mileage only 12,000, unmarked condition, one owner, taxed year; £185. TRIUMPH 1954 Thunderbird, one owner, guaranteed, £139. [C1139]

TRIUMPH 1954 Speed Twin; £119.

160.-162, Northolt Rd., S. Harrow (adjoining South Harrow tube station). Byron 6022. [C1010]

ROWLAND SMITH'S for Triumph.

NEW models in stock

FREE tax and insurance with second-hand motor cycles

195gms.-Triumph Tiger 110, September 1956, 650cc, choice s 653 twins; terms, exchanges.-Rowland Smith, Below. [C1114]

95gms.-Triumph Terrier, 1956 (registered 1957) 150cc ohv, spring frame, dual seat, 3,543 miles; terms, exchanges.-Rowland Smith, Below. [C1114]

69gms.-Triumph Tiger 100, 1949, 498cc ohv, spring hub; terms, exchanges; list; open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

ARCHER OF ALDERSHOT for Triumph, etc., spares and service.-Victoria Rd. Tel. 323. [O085/R]

£219.-1957 6T 650cc Thunderbird, gold and black, low mileage, one careful owner; £185.-1956 5T 500cc Speed Twin, s.a.m. spring, Craven panniers, in 1958 condition. [C1014]

ES MOTORS, Ltd., 325, High Rd., W.4. Chl. 6354. [C1014]

ALLAN JEFFERIES for expert attention.-120, Baltaire Rd., Shipley 5471. [C1067/R]

TRIUMPH 1954 Tiger Cub for sale, very good condition; £79.-Tel. Badgers Mount 491. [7781]

95gms.-1951 ST, Avon Fairing, s/h, d/s, beautiful cond.-Tel. Bookham 2381 evenings. [7780]

COMERFORDS for Triumphs, new and second-hand; send for lists.-Thames Ditton, Emb. 5531. [C1006]

JOHN SUTTES, West Wickham, Kent, for your Triumph.-Spring Park 3700. [C1146]

ELKANOR MOTORS for Triumph, terms, exchanges.-265, Mare St., Hackney, E.8. Amherst 5134. [O0316]

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.-Goldsworth Rd., Woking 4800. [O023/R]

NEW Cubs comp. and std., Thunderbird, T110 for immediate delivery; exchanges.-Badger Garage, Blandford, Dorset. Tel. 615. [C1166]

1957 Triumph T110 650cc, swinging arm, Avon fairing, panniers and crash bar, with spot-light, 5,600 miles; £239/10. [C1114]

1955 Triumph T110 650cc, swinging arm, Avon fairing, immaculate condition; £189/10. [C1114]

1957 competition models from £129/10. [C1114]

SLOCUMBOES OF NEADEN!!! for your new Triumph; terms and exchanges.-235-271, Neaden Lane, N.W.10. Gladstone 3309-9 line; Tel. C1115

LIGHTFOOT MOTOR CYCLES for your new Triumph.-163, High St., Putney Bridge Rd., Midhurst. [C1114]

POTTERY AUTOS for your new Triumph; immediate delivery; terms and exchanges.-263, Putney Bridge Rd., S.W.15. Put 1186. [C1138/R]

JIM ALVES for 100% Triumph spares, service, parts, all models, exchanges; h.p.; insurance while you wait.-97, High St., Street, Som. Tel. Street 355. [O250/R]

J. J. DOUBLE (MOTOR CYCLE), Ltd., 1958 Triumph, agents; terms, spares, service, repairs.-309-811, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1114/R]

HARVEY'S for your new Triumph; terms, c.o.d. at change; full spares stock, repair service for Triumphs only.-47, South Lambeth Rd., S.W.8. Rel. 6661. [O058/R]

TRIUMPH WANTED

GEORGE CLARKE pay most for Triumph.-279, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

VELOCETTE

ROWLAND SMITH'S for Velocette.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

115 gns.—Velocette twin, 1956, 192cc L.E. pillion seat, one careful owner, 6,462 miles; terms, ex-changes; H.T. open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Ham. 6041. [C1114]

GODFREYS, Ltd., all models, all depots; see display advertisement. [C1052/R]

HUMPHREYS—Velocette sales, spares and service; new machines in stock for immediate delivery.

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3326. [C1058/R]

£99—LE Velo, 1955, nice cond. and mech'ly.—25, Marshall Rd., Godalming, Sy. Tel. 1605. [7786]

A. H. TOOLEY, Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. [10040/R]

LITTLEJOHN'S main dealer, machines, spares; terms, exchanges.—2, Ruislip Rd., Greenford, Wuxlow 3255. [0528/R]

WHITBYS—Velocette enthusiasts; new and second-hand.—273, Acton Vale, London, W. Shep. Bush 5355. [C1128/R]

£55 L.E. as new, dual seat, screen, panniers, 2-tone, t. & L., 9,000 miles; £35.—After 6.30, 115, Dalmeny Ave., Norbury. [7753]

1958 Velocette L.E. screen, etc., registered April, 250 miles only, absolutely immaculate; £165.—Below.

1958 Velocette 200 Valiant, small mileage; £190; h.p. terms, part exchanges.

PHIL CARTER, 199, Wiltton St., Northwich, Cheshire, Tel. 2465. [7788]

RENNO'S—Special value, 1949 Velocette 350cc hi-cam MAC, telescopic forks, Avon fairing, super machine; £69 gns.

RENNO'S—Real bargain, 1953 Velocette 200cc water-cooled twin, spring frame, telescopic forks; 68 gns.—232-2-4, Upper St., London, N.1. Can. 2221. [C1104]

SLOCUMBS OF NEASDEN!!! for your new Velocette; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

RAPID MOTORS for all models and spares.—269, Haydon Rd., Wimbledon, Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey. Uplands 0695. [C1162/R]

YOU'D do better on a Velocette from Pankhurst of Hammersmith; all models; service, terms and exchanges.—314, King St., W.6. Tel. Riverside 1401. Open every week-day to 8 p.m. [C1136]

LOOKING for a Velo? Why not try Stevens, the firm who've specialised in them for nearly 30 years? All our sales staff are keen riders—our workshops are devoted almost entirely to Velocette servicing and repairs, and we've the largest stock of genuine Velocette spares in the country; new and second-hand models always available; our stock this week includes:

£19/10—1939 250cc MOV, taxed for year, good lights, dual seat.

£25/10—1949 150cc L.E. good runner, just the thing for town work.

£139/10—Immaculate 1954 MSS, with only one fastidious owner, and only 10,000 miles on the clock, this machine looks and sounds like a 1956 model.

£185.—Very clean 1955 MSS and black Steib single seater sports aldercar, one of the smartest outfits we have ever had.

WE have also one brand new Venom for immediate delivery.

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 1154. [C1151]

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GOOD Venoms, Vipers and late L.E.s for cash.—Pro. 5779. [W1009]

WE pay £10 more for Velocette; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Cavensham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

VELOCETTE SPARE PARTS

ARCHERS the Velo Poles, for spares and service.—Victoria Rd., Aldershot, Tel. 323. [0367/R]

L. STEVENS, Ltd., the country's largest stockists of genuine Velocette spares, Olican screens, carriers, S- and pannier equipment; L.E. flywheels remagnetized S on our premises; prompt C.O.D. service.—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. [B1151/R]

C.O.D. 24 hours service huge stocks of spares, all models.—Rapid, 259-269, Haydon Rd., Wimbledon S.W.19. Cherrywood 3202-3. [S1162/R]

GODFREYS, Ltd., Velocette spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 364. And 220, Barking Rd., E.6. Gra. 8086. [S1052/R]

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplies, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2397. [S1075/R]



"I wonder . . ."

It's just the model I want—at just about the right price. If only I knew for certain it's really sound . . . I wonder why the first owner turned it in—and if I'll find out one wet night far from home . . . I wonder . . ."

Well, there's no need to wonder. Buying a used model should be as safe as buying a new machine—and it is at H. & L. All our used machines are thoroughly tested before being offered for re-sale. Everything badly worn is renewed. Really, it's the only sensible way of buying a second-hand.

I am interested in a used.....
Model
I have for exchange a 19.....
MAKE..... MODEL.....
For which I must have.....
NAME
ADDRESS



Head Office Motor Cycle Sales and Mail Order:

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BRANCHES AT

BIRMINGHAM · CENTRAL 5838

ROSS-ON-WYE · ROSS 2098

EVESHAM · EVE 6054

VELOCETTE SPARE PARTS

HUMPHREYS for LE spares and service; c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

PREMIER—Largest Velocette spares stock in the country, all models, 24-hour c.o.d. service.—Premier Motor Co., Aston Rd., B'ham, 6. Aston Cross 4281. [S1109/R]

WEST END MOTORS, Ltd., for Velocette spares at 179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham, S.E.15. Tel. Bal. 4231 and New X 5118-9. [0126/R]

VILLIERS

YOUNG'S—Villiers specialists, comprehensive stocks; engines, gear boxes, spares and service exchange units for autocycles, motor cycles and industrial engines. List free; immediate quotations and supplies.—23-25, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]

MEETEN'S for Villiers, of course! If what you require is obtainable Meeten's will have it! Her engines for farms, for industry, for motor and autocycles, service exchange engines of all types, rearing exchanges, magneto exchanges, crankshaft exchanges, etc., and, of course, all spares; try us when next you need really prompt attention, but do not forget, we need your engine numbers; trade supplied.—Tel. Malden 3110. Meeten's for Villiers, Shannon Corner, New Malden. [C1203/1]

VILLIERS SPARE PARTS

WATKINSON MOTORS, official stockists.—136, Stockwell Rd., S.W.9. Bri. 2839. [S1174/R]

BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—17, Narborough Rd., Leicester. Tel. 5280. [0025/R]

RALPH PRICE, of Woolwich, for Villiers spares and service.—77, Plumstead Rd., S.E.18. Woo. 5361. [0178]

YOUNG'S—Villiers spares prompt despatch.—20-22, Tooting Bec Rd., London, S.W.17. Balham 7791. [C1134/R]

OLIVERS OF TOTTENHAM for Villiers spares and service.—2, Bruce Grove, N.17. Tottenham 1975. [S1018/R]

GLANFIELD LAWRENCE, Villiers spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091. [S1014/R]

SPEEDWAY OF ACTON for all Villiers spares; 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. [S1121/R]

GATEHOUSE MOTORS, Ltd., Villiers spares stockists; all parts c.o.d., by return.—196, Archway Rd., Highgate, N.6. Fitzroy 1666. [S1055/R]

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, immediate c.o.d.—895-921, Fulham Rd., London S.W.6. [S1105/R]

WHITBYS OF ACTON.—All Villiers spares and exchange units.—263, Acton Vale, London, W.1. She. 6785. [S1128/R]

HOE STREET GARAGE, Ltd.—Villiers engine and carburettor spares; c'ter c.o.d., trade.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710. [0277]

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models; s.a.e. quote by return.—895-921, Fulham Rd., S.W.6. Richmond 9144. [S1105/R]

BURTON-ON-TRENT.—Villiers special c.o.d. telephone service of all spares for all models.—A. Fenn, 41, New St., Burton-on-Trent. Tel. 3566. [0965/R]

KAYS OF EALING, Ltd., Villiers spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2397. [S1075/R]

SAVE time, temper and trouble, try Meeten's for Villiers first.—Tel. Malden 3110 for everything Villiers or write, Meeten's for Villiers, Shannon Corner, New Malden, Surrey. [C1203]

MANCHESTER official spares stockists and repairers of all types Villiers engine, a/cycle and industrial.—Parkin, 437, City Rd., Manchester, 14. Tra. 0469. [0258/R]

GODFREYS, Ltd.—Villiers spares stockists.—236-234, London Rd., W. Croydon. Cro. 3641-2; 208, G. Portland St., W.1. Eus. 4632; 418, Romford Rd., Romf. Gate. Gra. 1234. [S1052/R]

VINCENT

DEEPROSE BROS. offer:—

1955 Black Knight, perfect appearance, superb condition! The Rolls-Royce of Vincent! £329 or one-third deposit, balance over 2 years if required; comprehensive spares stocked, c.o.d. service.—173-184, Brownhill Rd., Catford, S.E.6. Hyl. 5886. [C1018]

SLOCUMBS have a good selection of guaranteed used Vincents.

1955 Black Knight 1,000cc Streamliner, immaculate condition; £315.

1955 Black Prince 1,000cc Streamliner, 2-tone finish, perfect condition; £309/10.—235-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

VINCENT 1,000 1950, Garrard d.a. sidecar; £190, ex-change for 600 cc Ariel, d.a. sidecar.—47, Vicer Rise, Woodside Est., Watford, Herts. [7794]

HUMPHREYS for Vincent sales, spares and service; selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. [C1058/R]

ERIC OLIVER offers 1952 Vincent Black Shadow, in excellent condition, £220; also 1950 Vincent Rapide with single-seater Watsonian Avon s/c. £175; part exchange and hire purchase welcome.—39, London Rd., Staines. Tel. 3733. [C1018]

CLAYFIELD LAWRENCE

NORTH LONDON'S LEADING DEALERS
A FINE SELECTION OF NEW AND USED MOTOR CYCLES etc.

AT FINCHLEY

| USED SOLOS | CASH PRICE |
|---|------------|
| NATCHLEY, 1957, 511, 600 c.c. Twin, alarm, Perfor... £239 | |
| NATCHLEY, 1957, 524, 500 c.c. O.H.V., alarm, only 6,000 mls. £189 | |
| N.A. 1958, 650 c.c. Golden Flash, alarm, extras £179 | |
| NATCHLEY, 1957, 531, 500 c.c. O.H.V., alarm £179 | |
| ROYAL ENFIELD, 1956, Clipper, 500 c.c., alarm, maroon £119 | |
| TRIUMPH, 1957, Tiger Cub, 288 c.c. O.H.V., alarm, Perfor £119 | |
| FRANCIS-BARNETT, 1956, 197 c.c., alarm, green, 1 owner £109 | |
| A.J.A. 1951, 600 c.c. Twin, alarm £109 | |
| N.A. 1957, Bantam Major, 150 c.c., alarm, maroon £95 | |
| JAMES, 1955, 57, 197 c.c. Captain, alarm, d/seat £85 | |
| TRIUMPH, 1954, Terrier, 150 c.c. O.H.V., alarm £85 | |

THIS WEEK'S SPECIAL BARGAIN:-
KICKLATOR, 1958, 328 c.c. Super Talsman Twin, alarm, only 300 miles. As Brand New £169

| USED COMBINATIONS | CASH PRICE |
|--|------------|
| TRIUMPH, 1953, Tiger 110, 450 c.c. Twin, alarm, with Garrard "Grand Prix" Sports s/car. A very potent and impressive outfit £269 | |
| NORTON, 1955, 188, 600 c.c. O.H.V., alarm, with Watson Maxtorke childproof s/car £199 | |
| PANTHER, 1952, 600 c.c. O.H.V., with large Watsonian Warwick double-oulet s/car. Ideal Family outfit £159 | |
| NORTON, 1950, Big 4, 600 c.c. S.V., with Blackwell child/oulet s/car. Complete engine overhaul £129 | |
| SUTHERLAND, 1951, 88, 500 c.c. O.H.C. black, with Watsonian Avon Sports s/car, sprung, with brake £119 | |
| N.A. 1950, Star Twin, 500 c.c., with Garrard S.99 s/car £119 | |

IMMEDIATE HIRE PURCHASE TERMS. 1st DEPOSIT, BALANCE OVER 5 YEARS. EXISTING H.P. ACCOUNTS SETTLED.

| USED SCOOTERS | CASH PRICE |
|--|------------|
| NACOMOBILE, 1958, 197 c.c., 2-tone. As new £179 | |
| VESPA, 1956, 125 c.c., blue, low mileage. Used demonstration only £149 | |
| VESPA, 1957, 125 c.c., red, windscreen, d/seat, only 900 mls. £129 | |
| TERROT, 1957, 125 c.c. de Luxe specification, only 2,500 mls £119 | |
| LAMBRETTA, 1956, 150 c.c., many extras £119 | |
| VESPA, 1956, 125 c.c., many extras. Perfect £112 | |
| N.A. 1957, Dandy 70, lavender grey £59 | |

| USED 3-WHEELERS | CASH PRICE |
|--|------------|
| RELIANT REGAL, 1957, Mark III, grey £379 | |
| RELIANT REGAL, 1956, Mark II, blue £359 | |

IMMEDIATE DELIVERY OF NEW 1958 RELIANT-RETTA -BOND

NEW 1958 MOTOR CYCLES AND SCOOTERS IN STOCK, INCLUDING A.J.A., ARIEL, B.S.A., FRANCIS-BARNETT, MATCHLESS, NORTON, TRIUMPH, VELOCETTA, VESPA, LAMBRETTA, MARGO AND PIATT.

PART EXCHANGES, MOTOR CYCLE, SCOOTER, MOPED, 3-WHEELER OR CAR. POSTAL ENQUIRIES WELCOMED.

FINCHLEY
407-419 HIGH ROAD, N.12
(Corner of N. Circular & Gt. North Rd.)
FINCHLEY 0091-5 (Open 9-7 daily)

HIGHBURY - 23-32, Highbury Corner
NORTH 2791 (Open 9-6 daily)

CARDIFF **BRISTOL**

VINCENT

CONWAY MOTORS, Britain's largest Vincent specialists. OFFER a few from their wide range of over 60 good secondhand Vincents, solos, combinations, 1,000s, 500s, streamlined and naked models, all serviced by works trained mechanics, specialists in postal services, machines sent anywhere in U.K.
H.P. terms one-third deposit, balance over 12, 18, 24 months.
£389—1955 Vincent Black Prince, streamlined model, 7,000 miles only, with Garrard S90 sports s/c, wonderful outfit.
£169—1950 Vincent Rapide C, Avon Fairing, smart machine.
£159—1954 Vincent Comet C, showroom condition, low mileage.
£79—1950 Vincent Meteor 500cc, good all-round machine.
£229—1952 Vincent Rapide C, with Garrard S90 sports s/c in black and silver to match.
£199—1950-1 Vincent Rapide C, with Watsonian machine, Maxtorke s/c 2-seater s/c.
GOLDEN opportunity.

£389—1955 Vincent Black Prince streamlined model, 37 miles only, twin cable twist grip, chrome foot rest, hanger, etc.
£270—1953 Vincent Rapide C, 4,800 miles only, Earl Court Show model (every possible part chromed), crash bar, air filters, locking twist grip, immaculate.

AISO good selection of sports s/c with Vincent fittings.

CONWAY MOTORS, 301-303, Goldhawk Rd., Shepherd's Bush, W.12. (Sales) River 4872-3. (C1021)

295 gns.—Vincent, June 1955, Series D Black Shadow combination, Bussmar Durham saloon on tele-springer chassis with brake, carefully used; terms, exchanges—list; open 9-7 week-days and Saturdays.

285 gns.—Vincent 1955 model 596cc Black Prince, engine enclosure, windscreen and fairing, one careful owner; terms, exchanges—Rowland Smith, below.

115 gns.—Vincent, July 1951, 459cc ohv Series C Comet, spring frame combination, 2-seater saloon sidcar, dual seat, free tax and insurance; terms, exchanges—list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

VINCENT WANTED

ROWLAND SMITH'S, the Vincent buyers—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

VINCENTS. Vincents Vincents.

WE want to buy Vincents! Bring them to:-

UNITY MOTORCYCLES, 1-3, Fulham High St. S.W.6. Renew 5759. (U158/R)

GEORGE CLARKE pay most for Vincent—278 Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

HUMPHREYS, Ltd., require post-war Vincents for cash—122, Hampstead Rd., N.W.1. Euston 3326. (W1058/R)

Post Vincents urgently wanted for cash—Ross Motors, Ltd., Regent St., Hincley, Leics. Tel. Hincley 588. (U036/R)

CONWAY MOTORS—Good quality used Vincents urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars. Before selling your Vincent—

D. Riverdale 4872-3. 301-303, Goldhawk Rd., W.12. (W1021/R)

WE pay £10 more for Vincent; h.p. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. to 5 p.m. Tel. Reading 2237. (W1039)

VINCENT SPARE PARTS

A. E. REYNOLDS, Ltd., offer by return, Vincent spares service—Berry St., Liverpool (Rosal 1475). (S1106/R)

MILLARS MOTORS (MITCHAM), Ltd.—Vincent spares stockists and distributors—363-5, London Rd., Mitcham Tel. Mitcham 0829. (U131/R)

HUMPHREYS, Vincent spares stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6336. (S1058/R)

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders—Conway Motors, Ltd., 301-303, Goldhawk Rd., W.2. Tel. (Spares) Riverside 5725. (S1021/R)

ROSS MOTORS, Ltd.—The Midlands Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders; c.o.d. if desired—Ross Motors, Ltd., 16, Stockwell Head, Hincley, Leics. Spares: Tel. Hincley 541 and 538. (U142/R)

VINTAGE MOTOR CYCLES

1924 motor cycle, must sell, offers—J. Smith, Gillyyddir, Llandister Rd., Llandrindod Wells. (W785)

ZUNDAPP

COMERFORDS for Zundapp Cominette and Bella—Portsmouth Rd., Thames Ditton. (C1006)

£149—1957 201s 200cc s/car springer, dual seat, low mileage, showroom condition.

ES MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. (C1091)

CLAYFIELD LAWRENCE

KNOWN NATIONALLY
for THE FINEST SERVICE and BEST SELECTION of NEW and USED MACHINES

AT HIGHBURY

| USED COMBINATIONS | Cash Price |
|--|------------|
| 1936 TRIUMPH, 5T Thunderbolt 650 Twin, with Garrard 890 convertible, Mark 5 chassis, lavishly equipped. A luxury outfit £280 0 | |
| 1961 B.S.A., 21, 500 S.V., screen, with Bussmar all-metal 2-seater saloon £130 10 | |
| 1962 ARIEL, Square 4, 1,000 c.c. and Swallow 2-stroke saloon £139 10 | |
| 1951 ARIEL, "KH" 500 O.H.V., screen, dual seat, and B.S.A. Sports tourer sidcar £90 10 | |
| 1952 B.S.A., A7, 500 Twin, Maxtorke 2-seater saloon £149 10 | |
| 1951 TRIUMPH, 5T Speed Twin 500, Swallow full door two seater saloon £140 10 | |
| 1951 B.S.A., A10 650 Flash, fairing etc. and large 2-str. saloon £150 10 | |

AND MANY OTHERS

| USED SCOOTERS, MOTOR CYCLES, ETC. | Cash Price |
|--|------------|
| 1957 DAYTON "Albatross" 125 c.c., screen, carrier etc. £150 10 | |
| 1956 BELLA 200, maroon £149 10 | |
| 1956 LAMBRETTA, L.D. 150 £129 10 | |
| 1956 PROGRESS, 175 c.c. £149 10 | |
| 1956 LAMBRETTA, 125 £109 10 | |
| 1957 PIATT, 125, dualseat £99 10 | |
| 1950 SUNBEAM 5.7 500 shaft drive Twin, refined £79 10 | |
| 1953 PANTHER, 350 O.H.V. £79 10 | |
| 1956 JAWA, 350 Twin £119 10 | |
| 1952 B.S.A., B31, 350 O.H.V. £79 10 | |
| 1957 B.S.A., Dandy 70, speed £59 10 | |
| 1957 VESPA, 150, N.V. Reduced to £155 0 | |
| 1956 HERCULES Moped £40 10 | |
| 1954 B.S.A. Bantam, 150, open, dual seat £65 10 | |
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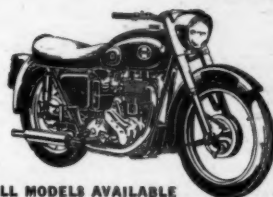
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| 1956 TRIUMPH 650 T110, s/arm, d/seat, c/bar, alloy head..... | £194 |
| 1954 TRIUMPH 500 Speed Twin, s/hub, d/seat, taxed..... | £133 |
| 1955 TRIUMPH 150 Terrier, sprgr., engine o/hauled..... | £74 |
| 1956 TRIUMPH 500 Speed Twin, s/arm, maroon finish, one owner..... | £179 |
| 1956 NORTON 500 88, s/arm, Avon screen, c/bars..... | £189 |
| 1954 NORTON 500 ES2, s/arm, d/seat, one owner..... | £137 |
| 1957 B.S.A. 650 Rocket, Avon screen, T/T carb., rev counter, 7,566 miles ... | £232 |
| 1955 B.S.A. 650 A10, s/arm, c/bar, screen, one owner..... | £168 |
| 1954 B.S.A. 250 C10L, sprgr., mirror, new tyre, 8,268 miles..... | £77 |
| 1952 B.S.A. 250 C11, sprgr., carrier, pillion..... | £43 |
| 1955 B.S.A. 125 Bantam, sprgr., screen, l/shields, engine o/hauled..... | £46 |
| 1957 MATCHLESS 600 G11, Avon screen, 2,001 miles, taxed..... | £234 |
| 1954 MATCHLESS 350 G3LS, s/arm, d/seat, panniers..... | £133 |
| 1955 ARIEL 500 KH twin, panniers, alloy head, decoked..... | £159 |
| 1955 ARIEL 350 NH, s/arm, d/seat, one owner..... | £135 |
| 1957 F-BARNETT 225 Cruiser, s/arm, 8,241 miles, one owner..... | £136 |
| 1955 LAMBRETTA 150 LD, pillion, good tyres, taxed..... | £97 |
| 1957 VESPA 125 Ultra, d/seat, 2,253 miles, one owner..... | £119 |
| 1954 ENFIELD 350 Bullets, s/arm, screen, d/seat, panniers..... | £114 |
| 1955 VELOCETTE 350 MAC, s/arm, 2,819 miles, one owner..... | £144 |
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| 1957 ZUNDAPP 200 Model 2015, 4,662 miles, one owner..... | £137 |
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| 1950 | 500cc Ariel VH, springer; £89/10. |
| 1953 | Vespa with all extras; £75. |
| 1955 | 150cc Parilla Greyhound; £89/10. |
| 1957 | 225cc Dayton Albatross; £159/10. |
| 1957 | 250cc Dayton Albatross twin; £179/10. |
| 385 | High Rd., Kilburn, N.W.6. Tel. Maida Vale 0932 [C1170] |

MITCHELL ERSKINE, Ltd. (Palmer's Green), offer:-

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| 1957 | C12 B.S.A., choice of two; £129. |
| 1956 | 110 Triumph; £209. |
| 1956 | 6T Thunderbird; £199. |
| 1955 | B.S.A. Bantam; £59. |

MOPEDS:

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| 1956 | N.S.U. Quickly; £39. |
| 1956 | Combinette; £45. |
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| 1955 | B.S.A. Bantam 125cc springer, very sound; £49/10. |
| 1952 | Vincent 1,000cc C Rap; £129/10. |
| 1951 | Ariel 600sv; £65. |
| 1948 | Norton 500, Noxal sports sidecar; £59/10. |
| 1955 | (regd.) B.S.A. M20 saloon sidecar; £35. |
| 1947 | B.S.A. M20 500cc saloon sidecar; £39/10. |
| 1939 | Triumph T100 500cc twin, saloon sidecar; £55. |
| 1951 | Ariel 600 sv, child/adult saloon Surrey, on Blacknell safety chassis; £99/10. |
| 1951 | Ariel 500 springer twin, child/adult saloon Surrey; £129/10. |
| 1950 | Ariel 500 twin springer, Blacknell Bullet, safety chassis, spring wheel and brake; £109/10. |
| 1952 | B.S.A. A10 650cc springer; £105. |

MANY others in our free list.-44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. [C1005]

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1955 Matchless G3LS 350 as new, £145; 1950 Ariel 350 teles, bargain, £49/10; 1950; £52.

1956 Velocette LE 2-tone, one owner, as new, £107; 1952 Sunbeam S8 grey, smart, nice engine; £79.

1952 (late) 197 Excelsior bargain, £47; 1956 B.S.A. D5 Bantam Major; £79.

1955 Bantam Major, perfect, £65; 1949 B.S.A. 250 ohv, extra nice; £49.

1955 B.S.A. 350, choice of 5, £127; 1956 B.S.A. 350 careful owner; £152.

1946 B.S.A. 350, extra nice, £39; 1954 Vespa, beautifully kept; £69.

1956 Lambretta red/grey, extras, £99; '56 ditto, £105; 1953 Sunbeam S7 and 1957 Watsonian Avon s/car, nice outfit; £127.

1954 (Sept.) Norton ES2 & Avon s/car, one owner; £159.

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ENFIELD 1948 (reg.) 350cc ohv, good; £17.

ENFIELD 1946 (reg.) 350cc ohv, all on; £16.

B.S.A. 1938 500cc sv 4-sp. M20; £9 cash.

B.S.A. 1947 (reg.) 500cc M20 nice condition; £17.

M/LESS. 1938 500cc ohv, Clubman; £12 cash.

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REX JUDD.—1955 Triumph 5T, swinging arm, Watsonian Maxstoke 2-seater, brake and sprung wheel: £225.

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REX JUDD.—1953 Triumph 500cc, sprung hub, really serviceable machine: £119.

REX JUDD.—1956 James 197cc, good condition, nice appearance: £109.

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REX JUDD.—1957 Jam's 250cc, A.M.C. engine, legshields and crash bar, full pannier equipment, genuine maker's specification, very low mileage, almost as new: £139.

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REX JUDD.—1955 B.S.A. 650cc A10, swinging arm, black, nice condition: £173.

REX JUDD.—1954 B.S.A. 650cc A10, beige with matching Canterbury Sports sidecar: £190.

REX JUDD.—1956 B.S.A. D3 150cc, swinging arm, a nice little job: £79.

REX JUDD.—1957 Francis-Barnett 250cc, one careful owner, excellent condition: £139.

REX JUDD.—1955 Francis-Barnett 197cc, swinging arm, black, one owner, 6,000 miles only, many extras: £28.

REX JUDD.—1956 Matchless 500cc G9, good condition throughout, full pannier equipment: £179.

REX JUDD.—1953 Excelsior 250cc sports twin, two carbs, spring frame, a nifty little job: £79.

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1957 98cc James Comet, one owner, windscreen,
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[C1132]

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| 54 ARIEL, 350 c.c. s.pgr. | £129 |
| 53 B.S.A., 350 c.c. B31, s.pgr. | £135 |
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| 1956 (Oct.) FORD Prefect, sun roof, immac. | £545 |

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| 50 AMBASADOR, 197 c.c. and box s/c s.pgr. Immac. | £79 |
| 51 ARIEL, 500 c.c. RH, s.pgr. and c/sidult s/c s.pgr. | £29 |
| 50 ARIEL, 600 c.c. VB, and c/sidult s/c s.pgr. | £105 |
| 48 TRIUMPH, 500 c.c. T100, and s/saloon s/c s.pgr. | £115 |
| 51 B.S.A., 600 c.c. M21, and s/saloon s/c s.pgr. | £115 |
| 51 B.S.A., 650 c.c. A10 s.pgr. and c/sidult s/c s.pgr. | £149 |
| 52 TRIUMPH, 500 c.c. Twin, and Avon s/c s.pgr. | £159 |
| 51 ARIEL, 500 c.c. s.pgr. and Avon s/c s.pgr. | £169 |
| 52 ARIEL, 1,000 c.c. 4, s/c s.pgr. and s/c s.pgr. | £179 |
| 54 HORTON, 500 c.c. E82, s.pgr. Wals. s/c s.pgr. | £179 |
| 57 LAMBRETTA, 150 c.c. and Wals. Bambox s/c s.pgr. | £185 |
| 53 500 miles only | £195 |
| 55 B.S.A. M33, s.pgr. and s/c s.pgr. | £195 |
| 56 HORTON, 500 c.c. B32, s.pgr. and Swallow s/c s.pgr. | £215 |

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| 56 LAMBRETTA, 125 c.c. extra. Choice of 3 from | £99 |
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| 56 LAMBRETTA, 150 c.c. 4, low mileage. Superb | £115 |
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| ARIEL, 650 Huntsmaster, s/c spec. Black | £270 8 0 |
| B.S.A., 150 D2, s.pgr. battery lighting. Grey | £112 10 3 |
| B.S.A., 250 G12, s.pgr. s.pgr. Maroon | £167 7 8 |
| B.S.A., 650 A10 Super Rocket, s.pgr. s.pgr. | £288 8 8 |
| Francis-Barnett, 150 Flower, s.pgr. s.pgr. | £125 17 7 |
| Francis-Barnett, 250 Cruiser 80, s.pgr. s.pgr. | £185 5 0 |
| Matchless, 500 G8, s.pgr. s.pgr. | £281 8 3 |
| Norton, 600 100 s.pgr. s.pgr. s.pgr. | £254 9 10 |
| Norton, 600 Model 99, s.pgr. s.pgr. Grey | £293 3 3 |
| ROYAL ENFIELD, 700 Super Meteor, s.pgr. s.pgr. | £298 18 5 |
| TRIUMPH, 200 T30 Cub, s.pgr. s.pgr. | £158 6 5 |
| VELOCIETTE, 192 Valiant, s.pgr. s.pgr. | £208 14 7 |
| VICTORIA, 250, s.pgr. s.pgr. s.pgr. 4-speed | £199 12 0 |
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AVON · DUNLOP · GOODYEAR FIRESTONE · MICHELIN

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Complete with pneumatic tyres and tubes with rim, roller bearings.
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14in. x 75/-
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With Stirrup & Connector
12in., 13in., 14in., 15in., 16in. or 18in.

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| 275 x 19 47/8 | 350 x 19 69/8 |
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Immediate delivery from 28-32, Highbury Corner, London N.5. Tel. Mor 2791. [C1191/R]

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ROWLAND SMITH'S for Bond.
NEW models in stock.

155gns.—Bond Minicar 1954 2-seater, duo green, spare wheel, choice of five Bonds; terms, exchanges.—Rowland Smith, Below

195gns.—Bond Minicar late 1955, de luxe family, electric starter, £26 overhaul 1957, choice of two; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.5. Ham. 6041. [C1114]

RAYMOND WAY OF KILBURN.
RAYMOND WAY, the largest Bond distributor

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used models.

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BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from

NAYLOR & ROOT, Ltd. Motor Cycle House, 25, East Hill S.W.15. Est. 2252. [C1069/R]

BIRMINGHAM Distributors.—County Cycle & Motor Co. 265-6, Broad St. Exchanges welcomed; all spares. [C1054/R]

GODFREY'S, Ltd. for Bond Minicar three-wheelers at all depots, including Brushwood Corner, Leytonstone, E.11. See display advert. [C1052/R]

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [C1076/R]

CLAUDE RYE, Ltd. for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS for Bond new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 3531 (6 lines). [C1006]

GODFREY'S, Ltd. the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 427, Brighton Rd., Croydon. Upl. 8275. [C1052/1/R]

HUMMING BIRD MOTOR CYCLES, Hertfordshire 3-wheeler specialists, for your new Bond; immediate delivery Mark D and Mark E; easy terms and part exchanges.—39, London Rd., St. Albans. Tel. 54474. [C1045]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston, Tel. 1242. [C0523/R]

E. S. LONGSTAFF, Ltd. offers: 1956 Bond Minicar family de luxe model, finished in metallic blue, excellent condition; £249, pt. exchanges and hire purchase welcome.—E. S. Longstaff, Ltd., 108, High Rd., Woodford, E.18. Buckhurst 6369. [C1079]

GLANFIELD LAWRENCE (Pinchley) for immediate delivery of new Bond Mkt. E. also 1956 Bond Standard 2-seater, bronze, perfect condition; £199. H.P. terms and pt. Exchange.—407-419, High Rd., N.12. Tel. Pinchley 0031-5. [C1044]

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GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

BOND Mini wanted: cash or exchange.—Ron McKenzie, 961, Chester Rd., Manchester, Longford 2100. [W1086]

CLAUDE RYE urgently require Bond Minicar: top prices paid; h.p. accounts settled.—895, Fulham Rd., S.W.6. Renown 6174. [W105/R]

B.S.A.

£75.—Exceptionally nice B.S.A. 2-seater 3-wheeler, spare wheel, four cylinder, 3-speed and reverse, electric starter, colour black and red, coachwork, hood, upholstery all in fine condition, excellent performance, tax December, any examination.

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BLUE STAR GARAGES, Ltd., sole distributors. Fortune Green Rd., N.W.6. Tel. Swiss Cottage 3663. [C0038/R]

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 93, 95 Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [C0111]

CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

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★ AMAZING OFFER ★
NEW EX-W.D. PANNIER BAGS 22/6 pair
With reinforced webbing on back and leather mountings. These are not converted packs but genuine pannier bags. Size 14 1/2 x 15 x 5in. Also heavy quality black, glossy P.V.C. Waterproof Bags 45/- pair.
Post & Pkg. 3/-.

PANNIER FRAMES
Black Reinforced Flat Steel with Folding Platform.
11/6 cash

SPECIAL OFFER
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Universal Fitting..... 10/6
Hand Rail and Carrier combined dual seat fitting..... 22/6
Radial Rear Carrier tailored for swinging arm or plunger machines..... 30/-
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FLEXIBLE EXHAUST TUBING

Asbestos sealed joint.
1 1/2", 1" & 1" 2/9 per ft.
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FROM 8/6

Size 1 1/2-in. fitting.
Black Enamelled..... 9/6
Heavy All Chrome..... 11/6
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All Chrome Megaphone Type with Detachable Baffle 11in. Dia., 19.6. All Chrome Replacement silencers for Ariel, B.S.A., Triumph, A.M.C., Norton, etc. from 27/6 each.
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SAVE MONEY BY FITTING P. & G. CONTINENTAL GUARANTEED CHAINS AT ALMOST HALF NORMAL PRICE.
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STATE LENGTH REQUIRED
Post & Packing approx. 2/6 per 6ft. length.

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All chrome with rubber buffers for tank mounting.
As shown.
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| 18 x 24in. | 5/6 | 9/- | 11/- |
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Special transparent pliable material—crack windshield apron material.
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A full-size fairing in tough fibre glass with slotted screen. Fits over existing headlamp without dismantling. Also AVON FAIRINGS in stock at £2-6-11 carriage extra.

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363-90/-
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State full details
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ARIEL
A.M.C.
500 c.c. £4/4/9
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Verion 23/10
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HUGE STOCKS OF NEW SPARES FOR WATSONIAN, SWALLOW,
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SWALLOW FOLDING
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Finest
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Complete
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P.A.F. 2/9
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1 1/2 in. wide.
Ribbed. Black
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Suitable
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5 in. 18/9
6 in. 20/-

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Polished alloy, complete
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(Chromed Steel Bumper
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Very strong.
Ribbed. Black
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all makes.
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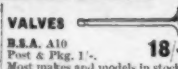
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enamel.
Suitable
all makes.
5 in. 18/9
6 in. 20/-



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Very strong.
Ribbed. Black
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all makes.
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B.S.A. A10
Post & Pkg. 1/-
Most makes and models in stock.



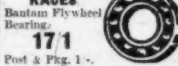
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State size and pitches.

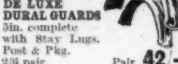


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Ariel 350 c.c. £50/-
Most makes and Models.
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Ballroom Flywheel
Bearings.
17/1
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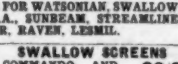
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Front and rear
4 1/2 in. £22/6
Pair
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DURAL GUARDS
3 1/2 in. complete
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Post & Pkg.
2/9 pair.



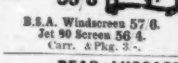
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250 c.c.
B.S.A.
and most other
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pattern.



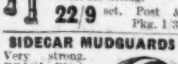
SIDE CAR MUDGUARDS

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Ribbed. Black
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all makes.
5 in. 18/9
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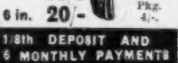
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Suitable
all makes.
5 in. 18/9
6 in. 20/-



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Ribbed. Black
enamel.
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5 in. 18/9
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SIDE CAR MUDGUARDS

Very strong.
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5 in. 18/9
6 in. 20/-



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CONNAUGHT ENGINEERING, England's largest
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GODFREYS, Ltd., for Heinkel 3-wheeler at all depots
including Bushwood Corner, E.11. See display advts.
[C1052/R]

COMERFORDS for Heinkel, new and second-hand.—
Forthmouth Rd., Thames Ditton. Emb. 5531.
[C1006]

KENBOURNE MOTORS, Bournemouth, 3-wheeler dis-
tributors, models from stock, part-ex. welcome.
—Winton 1802. [0542]

SLOCUMBES, Ltd.—New and used models often avail-
able; part exchanges cars or motor cycles; h.p.
terms.—Wilkesden 4869/3934. [C1103]

£319/10.—Heinkel 1957 Cabin Cruiser, self-starter,
many extras, one owner, grey.—George Clarke
Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [C1019]

WHITBYS OF ACTON.—Immediate delivery new
Heinkel Cabin Cruiser; exchanges, terms.—273
Acton Vale, London, W.3. Sbe. 5355. [C1028]

CLAUDE RYE, Ltd., for your new Heinkel, imme-
diate delivery; terms, exchanges welcomed.—385-
921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

HEINKEL WANTED
GEORGE CLARKE pay most for Heinkel.—278, Brix-
ton Hill, S.W.2. Tel. 3211. [W1019]

CLAUDE RYE urgently require Heinkel; top prices
paid; h.p. accounts settled.—399, Fulham Rd.
S.W.6. Renown 6174. [W1105/R]

MESSERSCHMITT
GODFREYS, Ltd.—Appointed dealers all depots,
including Leytonstone, E.11. See display advert.
[C1052/R]

COMERFORDS for Messerschmitts, new and second-
hand.—Forthmouth Rd., Thames Ditton. Emb.
5531. [C1006]

CONCESSIONAIRES for U.K., including spares.—
Cabin Scooters (Assemblies), Ltd., 80, George St.,
London W.1. Hunter 0609. [0022/R]

CLAUDE RYE, Ltd., for your new Messerschmitt;
immediate delivery; terms, exchanges welcomed.—
385 921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

TESTWOOD MOTORS, main distributors, German
trained mechanics, £1,000 spares always in stock,
best exchange prices, guarantee and service.—Salis-
bury Rd., Totton, Hants. Totton 3811. [0221/R]

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PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9.
[S1098/R]

MORGAN
1938 Morgan F2 Ford 10, excellent road trim,
bodywork and mechanical condition out-
standing; £120 o.n.o.—Cearns, 28, Oakley Ave.,
Barking, Essex. [1770]

235 gns.—Morgan 1949 10hp F. Super 2-seater, very
carefully used, exceptional; terms, exchange, im-
list: open 9-7 weekdays and Saturdays.—Rowland Smith,
Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MORGAN SPARE PARTS
MORGANS.—All available spares in stock.—F. H.
Douglas, Morgan Specialists, 1a, South Ealing
Rd., Ealing, W.5. Eal. 0570. [0445/R]

RELIANT REGAL
GLANFIELD LAWRENCE OF FINCHLEY.
SEE the amazing Reliant Regal Mk. III, immediate
delivery of coupe and hard top saloon, in choice
of colour; h.p. terms available; your motor cycle, 3-
wheeler or car accepted in part exchange; immediate
insurance cover.—407-419, High Rd., N.12. Tel. Finch-
ley 0091-5. [C1044]

GEORGE CLARKE for your 1958 Reliant; instant
h.p. exchanges.—275-9, High St., Acton, W.3.
Acton 6543. [C1018]

GODFREYS, Ltd., for Reliant Regal 3-wheelers at
all depots, including Bushwood Corner, Leyton-
stone, E.11. See display advertisements. [C1052/R]

CLAUDE RYE, Ltd., for your new Reliant; immediate
delivery; exchanges welcomed.—385-921, Fulham
Rd., S.W.6. Renown 6174. [C1105/R]

SLOCUMBES, Ltd.—New and used models often avail-
able; part exchanges cars or motor cycles; h.p.
terms.—Wilkesden 4869/3934. [C1103]

£279/10.—Reliant Regal 1954, grey, very nice
condition; terms, exchanges.—George Clarke
Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [C1018]

325 gns.—Reliant Regal, Nov. 1956 coupe, one care-
ful owner; terms, exchanges; list: open 9-7
week-days and Saturdays.—Rowland Smith, Hampstead
(Tube), N.W.3. Ham. 6041. [C1114]

GLANFIELD LAWRENCE (Finchley), offer 1957
Reliant Regal coupe Mk. III, blue, red vinyl
hood, excellent condition; £389, h.p. terms, and P.
Ex.—407-419, High Rd., N.12. Tel. Finchley 0091-5.
[C1044]

HUMMING BIRD MOTOR CYCLES, Hertfordshire's
leading distributors for all Reliant Regal models,
car comfort at motor cycle cost; easy terms and part
exchanges; sales, service and spares; demonstrations
anywhere.—39, London Rd., St. Albans. Tel. 54774.
[C1045]

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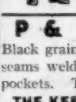
NEW P & C "MANX" SUIT



The finest "lightweight" stormproof
motorcycle suit. Black P.V.C., welded
seams. Jacket belted and lined, covered
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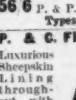
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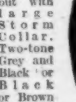
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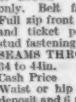
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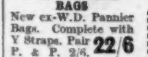
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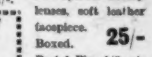
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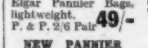
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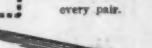
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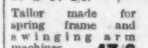
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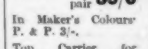
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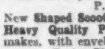
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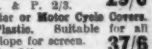
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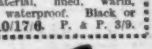
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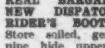
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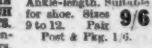
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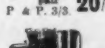
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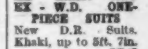
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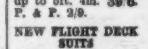
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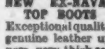
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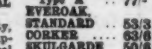
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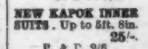
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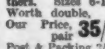
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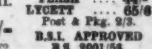
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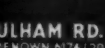
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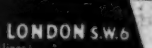
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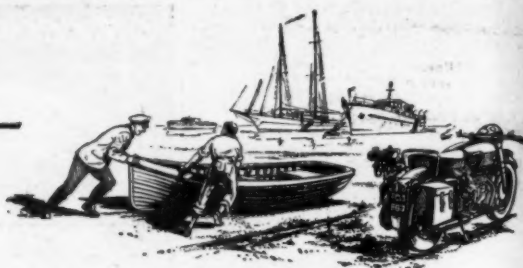
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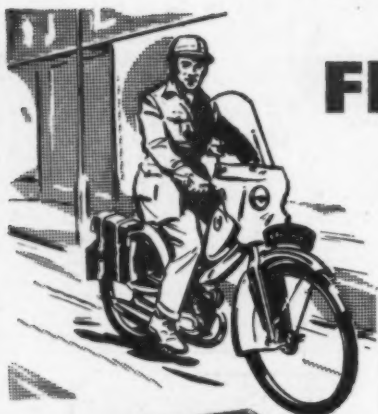


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INDEX TO ADVERTISEMENTS

| | PAGE | | PAGE | | PAGE |
|---------------------------------------|-------------|----------------------------------|-------------|-----------------------------------|---|
| Accessories (Midland), Ltd. | 60 | G. A. Tyres | 61 | National Benzole Co., Ltd. | 11 |
| A.J. Motor Cycles | 15 | Glanfield Lawrence, Ltd. | 25, 45 & 57 | Naylor & Root, Ltd. | 41 |
| Ariel Motors, Ltd. | 17 | Godfrey's, Ltd. | 25 | Northern Mail Order Co. | 57 |
| Armadrake, Ltd. | 1 | Greeves Motor Cycles | 26 | Norton Motors, Ltd. | 9 |
| Austin, J. & Sons, Ltd. | 58 | Grose, George, Ltd. | 48 | | |
| Avon India Rubber Co., Ltd. | 23 | Grose, James, Ltd. | 26 | Opperman, S. E., Ltd. | Cover ii |
| | | | | Owen Bros. | 50 |
| | | H. & L. Motors, Ltd. | 44 | | |
| Bennett (Hyde), Ltd. | 60 | Halfords | 2 & 7 | Pankhurst of Hammersmith | 58 |
| Brabury, Dan (Motor Cycles), Ltd. | 60 | Headquarter & General Supplies, | | Parker, Alex | 60 |
| British Seagull Engine Co., Ltd., The | 62 | Ltd. | 56 | Phelon & Moore, Ltd. | 3 |
| Brown, N. C., Ltd. | 61 | Hirst, J. K. | 60 | Pink's of Harrow | 49 |
| B.S.A. Motor Cycles, Ltd. | Cover i | Humming Bird Motor Cycles | 58 | Pride & Clarke, Ltd. | 31, 32, 33, 34, 35, 50, 52, 53, 54 & 55 |
| | | | | | |
| Camden Motor Cycles | 46 | James Motor Cycles, Ltd. | 10 | Quadrant Supply Co. | 62 |
| Canterbury Sidecars, Ltd. | 14 | Jefferies, Allan | 50 | | |
| Cheshire Car Circuit | 28 | Jordans of Hull | 49 | Reliant Eng. Co. (Tamworth), Ltd. | 28 |
| Clarke, George, Motors, Ltd. | 36, 38 & 40 | | | Renold Chains, Ltd. | 24 |
| Comerfords, Ltd. | 39 | King's Motors (Oxford), Ltd. | 30 | Romac Industries, Ltd. | Cover ii |
| Compton, J., Sons & Webb, Ltd. | 13 | KLG Sparking Plugs | 21 | Rye, Claude, Ltd. | Cover iii, 47 & 59 |
| Continental Tyre Sales | 60 | | | | |
| Cowie, T., Ltd. | 56 | Leda Surplus Stores | 58 | Shell & B.P., Ltd. | 16 |
| Cyclemaster | 6 | Legal Finance Co., Ltd. | 61 | Slazengers, Ltd. | 7 |
| | | Lewis, D., Ltd. | 4 & 5 | Slocumbers of Neasden | 27 |
| | | Lodge Plugs, Ltd. | 18 | Stadium, Ltd. | 2 & 28 |
| Daniell, H. L. | 56 | Longstaff, E. S., Ltd. | 60 | Steiner, I. & M. (1950), Ltd. | 60 |
| Dunlop Rubber Co., Ltd. | 19 | Loxhams Garages, Ltd. | 51 | Sullam, S. D., Ltd. | 28 |
| | | Lucas, Joseph, Ltd. | Cover iv | Sun Motor Cycles | Cover ii |
| | | | | | |
| Elite Motors (Tooting), Ltd. | 42 & 43 | Mail Bargains, Ltd. | 62 | Taylor Matterson, Ltd. | 51 & 61 |
| Enfield Cycle Co., Ltd., The | 8 | Marble Arch Motor Supplies, Ltd. | 29 | Triumph Engineering Co., Ltd. | 18a |
| E.S. Motors, Ltd. | 48 | Marcus Stores | 60 | Two Strokes, Ltd. | 50 |
| Esso Petroleum Co., Ltd. | 22 | McKenzie, Ron | 61 | | |
| | | Meyrowitz, E. B., Ltd. | 62 | Way, Raymond, Motors, Ltd. | 48 |
| | | Midland Gear Case Co., Ltd., The | 3 | Whitbys of Acton, Ltd. | 37 |
| Fearnley, Fred, Ltd. | 58 | Mobil Oil Co., Ltd. | 20 | Wico Pacy Sales Corp. | 6 & 28 |
| Firestone Tyres | 12 | Motor Imports Co., Ltd. | 6 | | |
| | | Munday, T. C. & Co., Ltd. | 58 | | |

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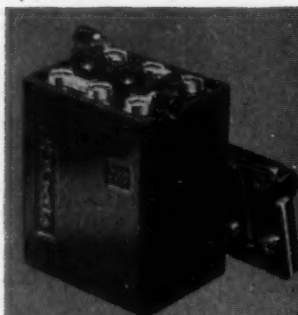
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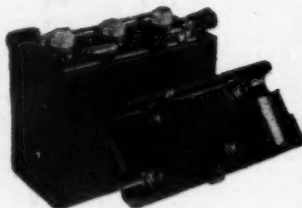
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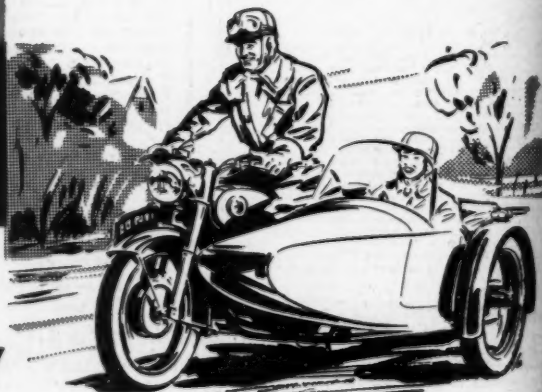
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87
88
89
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92
93
94
95
96
97
98
99
100